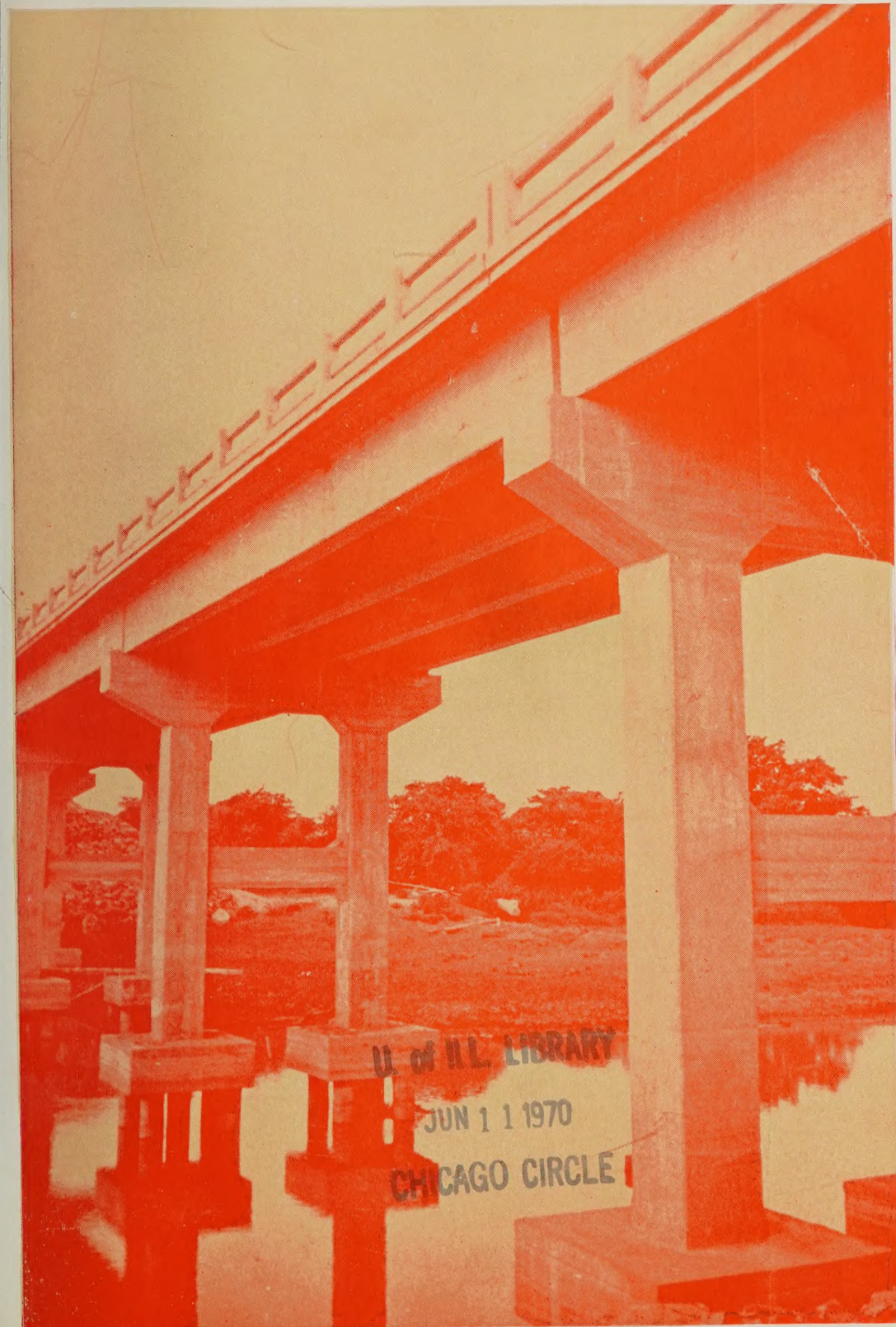


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Vol. V
No. 2

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Cover Illustration

Bridge over the Awash River.

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1961



Brazilian postage stamp issued to commemorate the Emperor's visit to Brazil.

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The Emperor on Ministerial Responsibility

The following is the full English translation of the speech delivered by H.I.M. the Emperor Haile Sellassie I. to Ethiopian Ministers, Government officials and other notables on April 14, 1961.

We ask you today, you ministers and officials of the Imperial Ethiopian Government, to cast yourselves back in time to that day, over 30 years ago, when the crown of the Empire of Ethiopia was placed upon Our head and We assumed the sacred duty of guiding Our beloved country along the path of progress and enlightenment and of amalgamating Ethiopia's traditions and customs with the demands of the modern world. What was Ethiopia at that time? A country still largely isolated from the outside world in spite of her glorious past and ancient civilisation, a country subjected to colonialist and imperialist pressures, a country without a modern system of government, a country without significant external trade.

For the moment, compare what existed then with what exists today, and you will find that the achievements themselves bear witness to the changes that have occurred during these years. Ask yourselves, then, how have these changes occurred? What problems have they brought with them? How can we deal with the problems of 1961, what measures must be taken to meet and cope with them?

It is axiomatic that development in any country must proceed simultaneously in all areas of its life. As a country advances economically, equivalent progress must be made in the creation of more highly developed social and political institutions as well. Any attempt to retard advancement in any single area will inevitably retard the development of the whole, and will create serious distortions in the overall fabric of the nation. This principle We have always recognised, and in Our actions We have been guided by it. The emphasis which We have given to education in Our country has stemmed from Our determination to eliminate ignorance and to prepare Our people for the changes which Ethiopia's emergence into the modern world would bring upon them.

Change begets Change

It is also axiomatic that change begets change, that each step forward leads logically and inexorably to the next, and the next. Once unleashed, the forces of history cannot be contained or restrained, and he is naive indeed who says "thus far will I go and no farther." This principle, too, We have recognised and followed.

Ethiopia, for long centuries, remained isolated in her mountain fastnesses from the outside world. Emerging from this isolation at the height of the colonialist struggle for power in Africa, the task which has faced this nation in preserving its independence and in overcoming the difficulties posed by the transition from the

ancient to the modern have been multiplied manifold. While We led Ethiopia's struggle for the preservation of her liberty, We at the same time have assumed as Our primary task the education and training in public service of those We have called upon for assistance in the administration of Our Government. In Our labours to gain these twin objectives, We have had, in addition, to struggle against the objections of those who would cling to the ancient and the outmoded. The Ethiopian people, who have benefited from these labours, know that Our entire life has been sacrificed to the ceaseless struggle to achieve these ends, and We believe that they have amply demonstrated their gratitude and their affection for Us.

How, then, has Ethiopia travelled the long path stretching from 1917 to 1961?

In 1930, recognising that the programme of development which We envisaged for Ethiopia required a radical departure from the political system of our ancestors, We gave to Our people Ethiopia's first Constitution, of Our own free will, and against the strenuous objection of many who were close to Us and who did not hesitate to shed blood in opposing this step. For the first time, Ethiopia's government acquired a crystallised and defined form. As has been stated by Us when We gave the first Constitution, that "the Ethiopian people must share the burden of responsibility which in the past was borne by their monarchs," by this act We sought to disperse responsibility and authority among Our people, that they might exercise it, together with Ourselves, in securing the advancement and the unity of the Ethiopian nation. In this manner We sought to lay the groundwork for the orderly and natural growth of those political and social institutions which are essential to the development of a dynamic yet stable society.

Voluntary Reforms

Our plans were abruptly halted by the invasion of 1935, but, following Ethiopia's liberation, We resumed Our work and carried it yet further. In 1943, We caused to be published Order No. 1, which defined the duties and responsibilities of the Ministers of Our Government and vested them with all powers requisite to discharging them. At this same time, We promulgated a law which provided for the creation of an organised system of courts where Our subjects might go to seek redress for wrongs done to them and enforce the rights which the laws and the Constitution guaranteed to them. These steps, again, We took voluntarily—not in response to any demand or pressure, but in full recognition of the principles of life which We enunciated but a moment ago and out of Our desire to facilitate and stimulate the further progress of Our nation, in fulfilment of the solemn vow which We took to Our people when We ascended the throne of Our Empire.

As a complement to these measures, We created by special charter a number of autonomous institutions

possessed of full power to act in the domains given over to their jurisdiction: the State Bank of Ethiopia, the Development Bank of Ethiopia, the Ethiopian Electric Light and Power Authority, the Imperial Board of Telecommunications of Ethiopia, Ethiopian Air Lines, the Imperial Highway Authority—these and many others We charged with the responsibility of securing Ethiopia's advancement in the areas confided to their care.

As Our Empire grew and flourished, it became apparent that the Constitution of 1930 no longer responded adequately to the needs of Our people. Accordingly, in 1955, again in the face of objections and opposition, We promulgated the Revised Constitution with which you are all familiar. In it, provision was made for Our people to enjoy direct representation and participation in the business of government. The division of power among Us, Our Ministers acting collectively and individually, and Our Parliament, was solidified and acquired permanent institutional form. Subsequently, We caused to be prepared a series of legal codes covering all aspects of the lives of Our citizens and setting forth, in a precise yet detailed manner, the principles which were to guide them in their relationships with others and with the State. And in order that the growth of Ethiopia's economy proceed in a planned and co-ordinated fashion, We ordered the preparation of a Five Year Plan which was designed to provide the overall pattern which Our nation's development was to follow. We have obtained loans and credits from friendly countries to help us in financing the projects to be completed within the Five Year Plan and We are confident of the results of this endeavour.

Decisions Avoided

In all that We did, We believed that We were taking those measures essential to Ethiopia's development. As programmes became more numerous and technically more complex, as the nation's budget increased from Eth.\$11 million in 1942 to Eth.\$279 million in 1960, it became essential that the decision-making functions be increasingly dispersed among the responsible officials of the Government. Who, today, can be an expert in all fields? Who, today, can single-handedly take all the decisions necessary to the administration of a Government's programmes? These questions require no answer.

But We know that man's desires rarely attain full achievement or perfection. And so it was here. What more was required to create a system of truly responsible government? What was yet lacking? The institutional framework existed. A modern Constitution guaranteed to each element in this structure its proper duties and the authority and the right to fulfil its tasks. Our Ministers were vested with attributions no less substantial than those given to Ministers in any nation of the world, irrespective of political colouration or orientation. Our Parliament was given powers to legislate comparable to those granted in any parliamentary system of government. The legal framework governing the dealings of the Ethiopian people with each other and with the State had been fully articulated.

You all realise that it is necessary to have a sufficient number of men who would courageously and honestly

accept responsibility and act under it, and, not counting the cost, discharge their duties to the Ethiopian nation. We have always held Ourselves at the disposal of Our people and Our Ministers. And so Our Ministers came to Us with their problems and questions. Always We said: "But the power has been given to you to do this yourself." Frequently, Our words went unheeded. Responsibility was shirked, decisions were avoided and thrust back upon Us.

As a result, some programmes remained unimplemented, and other questions of major importance were left unanswered. The Government has been overwhelmed and benumbed by details. Among those who stand before Us, many have devoted years of service to the Imperial Ethiopian Government. You know the truth of what We say.

Responsibility to People

Today, We say to you, no longer shall it be thus. No longer shall you shirk your duties. No longer shall We accept your responsibilities, when We have given the power to you. This power shall not be abused for selfish and for personal ends when it has been given as a sacred trust to be exercised for the benefit of the Ethiopian people and nation.

Henceforth, you shall work in your Ministries and Departments and administer your programmes there. Each year, in accordance with the Constitution, and within the broad framework of the Five Year Plan which has been adopted, you shall prepare your programmes for the coming 12 months. When the programme has been approved by Our Council of Ministers and by Us, you shall work in accordance with it. If you plan and execute it well, you shall be congratulated. If you prove yourself incapable or incompetent, you shall be removed and replaced by another. If major policy questions arise We are always here. If you encounter difficulties, We have appointed Our Prime Minister to aid you. His primary function is to co-ordinate work among the Ministries and see that the execution of Government programmes is facilitated. If questions of policy arise, he, too, is directed to bring them to Us. If amendments in the attributions which have been given to you are required, these shall be forthcoming.

Your programmes and your implementation of them will be subject to free and open comments. "In the ultimate sense, it is to the people of Ethiopia that you are responsible, and it is to them that you must answer for your stewardship." That is why you are constitutionally responsible to Us and to Parliament. During Our lifetime, We have unflinchingly done what We have felt, before Almighty God, to be Our duty to Our people and Our nation, no matter what the cost to Ourselves. You must do likewise.

Trust Entails Sacrifice

Throughout the long years of Our ceaseless efforts to achieve the advancement and well-being of Our nation, We have always anticipated that the stage would be reached at which Our ministers and officials, whom We have trained by education and through long years of service in government administration, could, once their duties and tasks are defined, assume by themselves full

responsibility and discharge it properly, thus permitting Us to devote more of Our time to major political decisions and matters of utmost importance to the future of Ethiopia which necessitate Our attention.

We are persuaded that this stage has now been reached, and you must realise that the trust given to you entails a sacrifice on your part, that you may be worthy of it. You should be ever mindful that the supreme test of your worthiness of this trust will be manifested not only by the confidence We have reposed in you, but also by your achievements in the implementation of the programmes We have laid down for the welfare of the Ethiopian people.

Your office shall be where you belong. Technical experts and advisors have been provided to aid you in your work. Your Departments and Ministries can function well only if the choice of your staff is dictated, not by ties of friendship and personal relationship, but by evidence of competence and ability. You shall work on your own responsibility, making your own mistakes, achieving your own successes. We shall reserve for each of you a certain period each week when We shall ask you to report on the progress you have made in your programmes and on the difficulties which you have encountered. But time shall not be used to ask or obtain from Us decisions which are rightfully yours to make.

Urgency of Problems

Ethiopians are proud of the 3,000 years of their recorded history, as well they may be. We are proud of what has been achieved during Our regime, and We thank God for it. We are content to let History judge the wisdom of Our actions. But while we cannot escape the consciousness of each day's immediacy and the urgency of the problems which each day presents, we must none-the-less be ever mindful that just as our nation's history stretches far back in time, so does an unlimited future lie before us, especially in this nuclear and space era. We must all act and take our decisions mindful of the far-reaching implications and consequences of each of them. What We have said to you today, We know, carries with it implications for generation upon generation of future Ethiopians. We are persuaded that what We have said will, in the long term, redound to the everlasting benefit of those who will follow us. Man is mortal; each one of us here will, one day, face his maker and answer for his actions. Those of us whom the grave responsibilities of governing have been given bear a heavy burden before their people and before Almighty God for the proper discharge of their duties. Let us all labour in this sense, that the people of Ethiopia may ever live in happiness and prosperity.

Highways in Ethiopia

INTRODUCTION BY A. W. SCHIMBERG Director of the Imperial Highway Authority.

The construction and maintenance of highways are of vital importance to any country. Highways accelerate the economic development in the areas they serve; highways are necessary for national defence; highways represent one of the soundest and most important investments a nation can make.

The tremendous progress made by Ethiopia, in all phases of her national life during the last decade, would have been impossible without a network of highways. During that time, over 4,000 kilometers of roads were opened to traffic. Traffic, as a consequence, increased by over 130 per cent. The number of registered motor vehicles has increased five-fold. More freight is moving over the highways of Ethiopia, more business and pleasure trips are taken by the people and more individuals, including many women, have learned to operate motor vehicles. Travel furthers mutual understanding, satisfies our desire to know what's happening 100 miles away, strengthens old bonds of friendship and creates new ones, linking all people in this vast Empire together in the common cause of national progress. Due to the progressive construction, rehabilitation and maintenance of our highways, new values have

been created by opening up new areas by putting more land to more profitable uses, and by encouraging the farmer and the industrialist alike. The corollary result is new business, new jobs and general prosperity for the regions served by the highways. This is history the world over. Road building in Ethiopia must progress for years to come. The national growth depends on a first-class system of trunk, secondary and feeder highways. Although substantial results have been achieved—particularly in the field of training young Ethiopians to highway engineering and construction jobs—much more remains to be done. In fact, highway construction in Ethiopia will give ample opportunities for technical employment for generations to come.

The Imperial Highway Authority, having been created to plan and execute the Nation's highway network, has done its best to contribute its share to Ethiopia's progress. The following report will give an idea of past accomplishments and of future intentions. It will try to show the difficulties that had to be overcome and it will also outline the paramount importance of having good roads in Ethiopia. It is the Imperial Highway Authority's continuous task to achieve good roads for Ethiopia.

A Brief History of the Imperial Highway Authority

"Ethiopia Observer" wishes to thank Mr. S. F. Gerz, of the Imperial Ethiopian Highway Authority, for help in the preparation of this issue.

Road buildings for the use of motor vehicles in Ethiopia began approximately in the mid 1920's. The relatively small mileage of road built then was greatly extended during the conflict with the Italians. It is estimated that approximately 3,300 kilometres of all weather road was completed during this time with numerous sections of unfinished roads also remaining. Upon the triumphant return of His Imperial Majesty, the country was severely handicapped to maintain these roads, and reconstruct the many bridges which were demolished in the course of the conflict.

The task of rehabilitating and extending the road

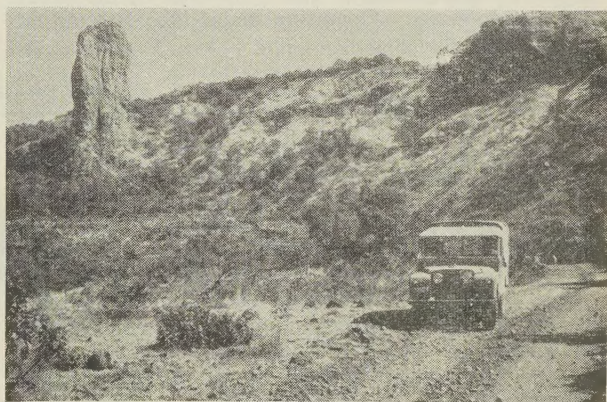
system was undertaken by the Ministry of Public Works. With a tremendous work load to accomplish not only the rehabilitation of the road network, but also the many other public buildings and services that also had to be rehabilitated, emphasis was properly placed on reconstructing bridges, with only a minor amount of work being able to be accomplished on road rehabilitation.

In order to meet the organization needs to rehabilitate and maintain modern all-weather roads, a new agency of Government, called the Imperial Highway Authority was created in 1951. This agency is governed by a Board of Commissioners, with the Minister of Public Works as Chairman, and is currently managed by a small number of U.S. Bureau of Public

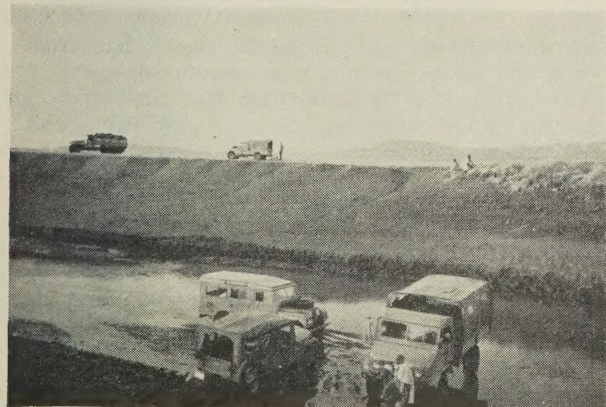
ROUGH ROADS TO BE IMPROVED BY THE HIGHWAY AUTHORITY



Rough going . . . along the trail on the Eastern shore of Lake Tana where now a new highway is being built.



Trail in the vicinity of Lake Tana.



Difficult river crossing near Lake Tana.



Rough trail in Northern Ethiopia.

Roads personnel working under an agreement with the Government of Ethiopia.

The primary purpose of these specialists in the Imperial Highway Authority is to train and teach through day-to-day operations, Ethiopian personnel in the science of roadbuilding and maintenance of the complete roads. By actively undertaking a large programme of construction, this training is slowly but surely developing competent Ethiopian personnel who will ultimately form the nucleus of a highway organization that will be able to develop and maintain the highway systems of the Empire in a manner most economical and efficient for the health, education, and welfare of the people of the Empire.

I.H.A. Organization: Administratively the Imperial Highway Authority operates as an independent Agency of the Government, controlled by Board of Commissioners, and responsible directly to His Imperial Majesty. The I.H.A. Board of Commissioners is charged with the responsibility of providing policy and such other actions as to ensure that the highway programme is being expeditiously and economically carried out.

The I.H.A. is administered by a director who is a qualified Highway Engineer. He is appointed by His Imperial Majesty, and is also a member of the Board of Commissioners. Operating under the Director are the following divisions:—

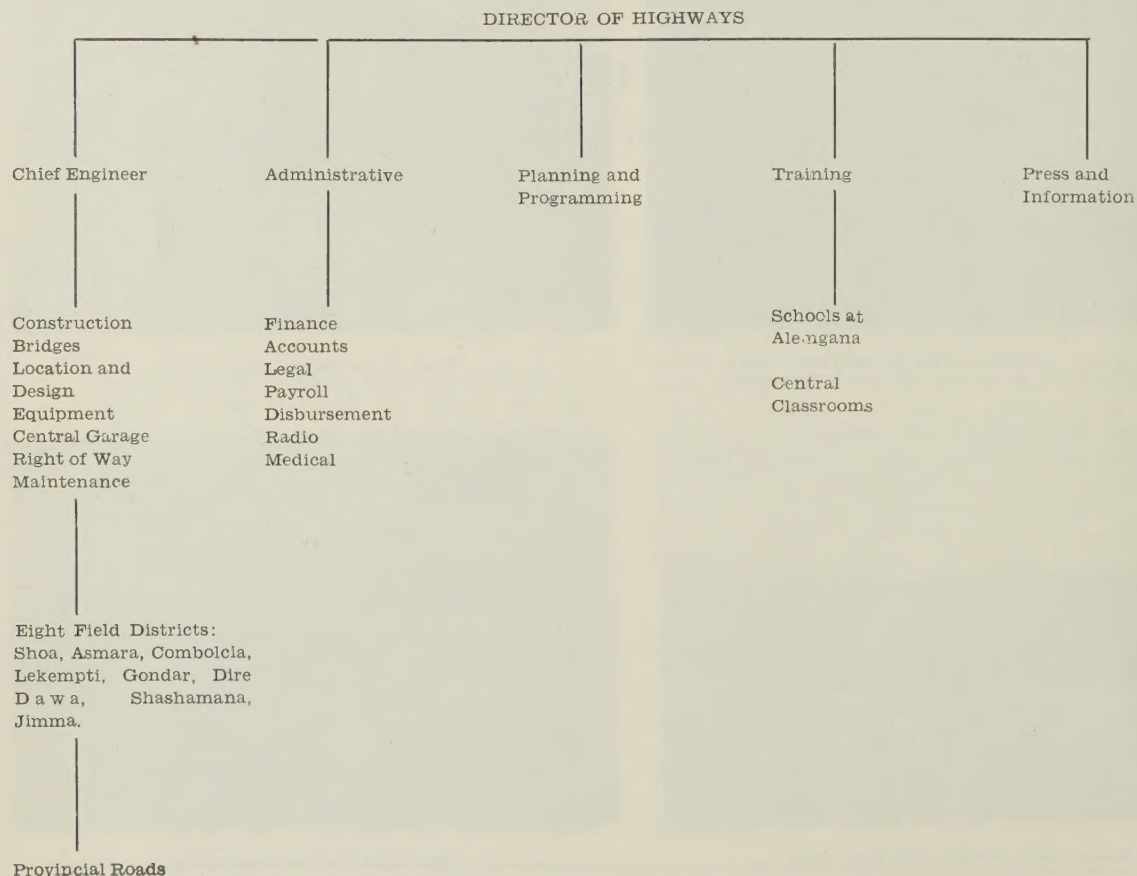
Briefly the functions of each of the Divisions are as follows:—

Administrative and Financial Division: Has responsibility for purchasing and property, all financial actions such as auditing, accounting, payrolls and disbursing, personnel actions, legal matters, office services, liaison activities, budget preparation.

Training Division: Has responsibility for selecting, and training personnel for the many special types of positions required in carrying out a highway programme. Operates Training School and carries out construction work on projects as part of the programme.

Planning and Programming Division: Has responsibility of acquiring and supplying all information available on roads and trails in the Empire. Prepares long range programmes of desirable projects for construction. Co-ordinates highway programmes with other Public Works programmes. Makes economic studies of individual projects. Recommends adequate road signs for traffic safety. Recommends or proposes legislation concerning the use of public highways.

Press and Information: Produces all monthly progress reports, the annual reports of the Imperial Highway Authority and a monthly newspaper for employees. It maintains the Authority's official library, files of photographs and produces 16 mm. documentary movie films. A photo laboratory also forms part of this





An I.H.A. survey crew at work.

section. Special reports and records are prepared and maintained. It issues information to the public and to local and international press.

Equipment Division: Has responsibility for designing, assigning, controlling, maintaining, repairing all physical assets (except land and buildings) of the Authority. The Division also prepares and supervises the preparation and writing of specifications for equipment and supplies.

Materials and Research Division: Determines material types for use on construction projects and maintenance projects, runs tests on materials, prepares design for subgrades regarding material thicknesses and provides control for quality of materials used in construction projects.

Survey and Design: Makes field surveys for construction projects, and reconstruction projects, designs road sections from field data.

Construction: Reviews plans, prepares proposals and contracts, supervises bid openings, analysis of bids, recommends award of contract, supervises and provides engineering control for the construction of projects. Prepares estimates for payments.

Maintenance Division: Has responsibility for supervision and co-ordinating maintenance work, service-to-traffic and District Headquarters operations for the eight Maintenance Districts.

Parts and Supply Division: Has responsibility for supervising the process of acquiring, storing and issuing spare parts and material used in the Authority.

Bridge Division: Has responsibility for the making of structural site surveys and inspections and for the selection of the type, site and location of major structures and for the sub-structure design. It also keeps records on structures and, moreover, determines the lines, grades, waterway provisions and all other details needed to enable a design to be prepared. contacting and advising provincial authorities about technical and procedural matters involved in the construction and maintenance of provincial secondary roads which are not Primary Highways but only feeder in character, constructed solely by the provinces and existing to serve provincial economic, social and administrative needs.

District offices perform field maintenance activities under the guidance of a district engineer, or maintenance superintendent. Each district has a compound and small machine shop, warehouse, and service facilities to maintain equipment. In addition, each district has direct contact with the central office through a radio communications network.

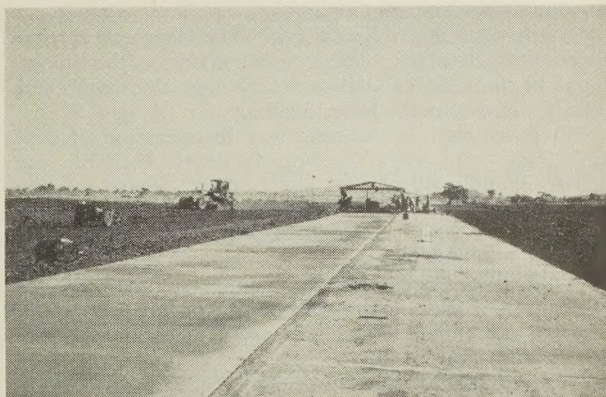
There were approximately 8,350 employees in I.H.A. in 1960. Of these 8,350, approximately 2,350 were monthly salaried employees and 6,000 daily paid employees. Generally the daily paid employees are non-technical employees, such as labourers on maintenance projects. There were approximately 32 highway engineers employed, of which 23 are Ethiopian engineers, and nine are American engineers, including the Director.

Legal: The legal department prepares I.H.A. Civil cases and deals within superior courts. It investigates and prepares reports for road and work accidents, thefts, etc. It assists I.H.A. personnel in court—mostly drivers and equipment operators—when involved in criminal cases. It receives complaints, and settles service connected with disabilities and damage to property and elaborates contracts.

Right of Way: Has the responsibility to legally secure and maintain the rights of the Imperial Highway Authority to build roads and structures and to reserve for it such adjacent land as might be necessary for future enlargements or maintenance of new and existing highways. It is furthermore responsible for the just compensation of lands, crops and buildings which are used for the benefit of Highway construction.

Medical: This section consists of a main dispensary in Addis Ababa, various dressing stations in the field, and two ambulances. Employees are examined, given preventative vaccination of various kinds or hospitalized for specific treatment whenever necessary. A provision for X-ray examinations has recently been added.

Budget: This section compiles all budget proposals of departments and prepares the annual all-over budget of the I.H.A. Upon approval of the Budget of the I.H.A. Board of Commissioners, this section keeps a current account of each department's expenditure and advises the department head as to the current status of the budgetary allotment.



The I.H.A. training division at work.

Payroll and Disbursements: This section prepares and pays salaries, prepares D.O. Vouchers and pays the suppliers, deals with the State Bank of Ethiopia for deposits or withdrawal of money, and any other banking business.

The I.H.A. Radio Network: In order to facilitate immediately the easy communication between the various districts and projects of the Imperial Highway Authority, a private radio network system is maintained, linking 15 centres of road construction activities to the Central Office in Addis Ababa. There are Imperial Highway Authority Radio stations at the following places:—

1. Addis Ababa Central Office. 2. Alem Gana Shoa District. 3. Shashamana. 4. Dire Dawa. 5. Combolcia. 6. Cantoniera (Assab Highway). 7. Adigrat. 8. Asmara. 9. Gondar. 10. Debre Markos. 11. Lekempti. 12. Jimma, plus three radio stations assigned to and moving with various construction projects.

On its reserved wave lengths the Central Office in Addis Ababa communicates by radio to the other stations and vice versa twice a day—once in the morning and once in the afternoon.

A Radio Engineer is available for the technical maintenance for the various transmitting and receiving stations and the radio operators are qualified Ethiopian technicians. The Imperial Highway Authority Radio Network is strictly reserved for communication concerning the Authority's work and is forbidden for public use.

Equipment, Warehouses and Tyre Recapping Plant:

The roads in Ethiopia at the inception of the present I.H.A. organisation were practically non-existent.

Very little construction equipment was available and most of this equipment was in non-operating condition. For the most part, the equipment available consisted of rollers trucks and jaw-crushers that were left over from the Italian occupation.

In 1952, twelve graders, five tournadozers, seven crushers, and a few maintainers were brought into Ethiopia. At that time the roads branching out from Addis Ababa were practically impassable. The equipment brought in was taken to the field and road construction was started.

No department for the maintenance of equipment was established at that time.

Several American Specialists were assigned at that time to field work to operate and maintain the equipment in the field as well as to see that the equipment was being used to the best advantage.

No spare parts warehouse was in operation at that time, nor were suitable shop facilities available for repair of the equipment. As a result, many of the machines which were deadlined for repairs were often sacrificed for parts to keep other equipment in operation.

As time went on, the need for improving maintenance facilities and spare parts warehouses became apparent, and an equipment department was incorporated into the organisation.

At that time an effort was made to establish a rudimentary records section and some attention was given to beginning a cost accounting system so that some idea of

equipment operation costs could be incorporated into the general overall cost of building and maintaining roads in Ethiopia.

From this beginning, the Equipment Department has expanded, as more equipment was purchased, in order to provide proper shop and warehouse facilities and to provide adequate safeguards against mis-use of the equipment.

Today, the Equipment Department is responsible for the maintenance, repairs and operation of more than Eth. \$21,000,000 worth of equipment of more than 100 different types, ranging from office supplies and furniture, to heavy construction equipment used in construction, maintenance, and improvement of the roads in Ethiopia.

In order to service this equipment and keep it in operation, spare parts warehouses now carry an inventory of more than Eth. \$4,600,000, and repair shops are in operation in all districts so that worn parts of the machines operating in the field can be replaced with a minimum of expense and the equipment put back on the job to carry on with the task of maintaining and improving the road system in Ethiopia.

There are now warehouses of various sizes in all I.H.A. field districts, supervised by the Warehouse Superintendent at the Central Office in Addis Ababa. Warehouses in the districts facilitate the issuance of required parts and spare parts on the spot and avoid the delays otherwise caused by issuing them from the Central Warehouse in Addis Ababa.

The Imperial Highway Authority maintains also a tyre recapping plant in Addis Ababa, one of the most modern of its kind in East Africa. Here tyres of all sizes are recapped and save the Imperial Highway Authority an average of Eth. \$2,500,000 a year.

Ethiopian Engineers: To assist the graduate engineers employed by the Imperial Highway Authority to become acquainted with the work, principles, policies and procedures of the Authority in the shortest possible time, each graduate engineer spent his first year of employment in a rotational on-the-job training programme. All engineers in the training programme were rotated between projects and offices so as to receive actual on-the-job experience in construction, maintenance, survey and design, programming and planning, materials testing, administration, equipment operation and maintenance and the mechanical repair of equipment.

This is in line with Ethiopian Government Policy to take advantage at the earliest opportunity of all Ethiopian professional talent available to the Empire.

On April 1, 1959, six of the twelve graduate engineers assigned to the authority were appointed to staff positions indicated below:

1. Assistant Director
2. Assistant Chief Engineer
3. Survey and Design Engineer
4. Planning and Programming Engineer
5. Construction Engineer
6. Bridge Engineer

Since then several qualified engineers and other qualified personnel, all Ethiopians, have been appoint-

WORK IN PROGRESS



I.H.A. stone crushers in the Debra Marcos field district.



Asphalting on the highway to Jimma.



I.H.A. equipment at work.



I.H.A. equipment at work.

ted to supervisory and managerial positions throughout the Authority. All foreign department heads now have an Ethiopian assistant whom they currently train to enable him to take over in the near future.

PROCEDURES

The following excerpts from Procedures of the I.H.A. will add to explain some of the I.H.A. standard policies:

PROCUREMENT PROCEDURE

The Central Warehouse in Addis Ababa prepares all purchase requisitions, these are then sent to the following for approval:

1. Materials Superintendent.
2. Equipment Engineer or Administrative Manager (depending on the nature of the purchase requisition).

The purchase is then forwarded to the Procurement Officer for his approval. If approved, the following action will be taken:

1. To be purchased locally

One of the two local purchasing agents will be responsible for locating the materials and, subject to the price being reasonable, the material will be purchased and a Field Purchase Order will be made out to the Vendor. This document is in triplicate; the white copy is given to the Vendor; the pink and green copies are signed by the Procurement Officer and the pink copy is given to the Receiving Warehouse with the materials purchased.

2. To be purchased from abroad but not by Tender

When materials are required to be imported, we issue requests for a Proforma Invoice, which must include all expenses (except insurance) to Djibouti; normally we allow one month for the bids to come in. We treat these bids in the same way as a Tender; they are opened publicly at a given time; however, no Bid Guarantee is required and the approval for award is made by the Procurement Officer or the Director, depending on the value of the order.

(Continued on Page 110)



The Blue Nile bridge on the highway from Addis Ababa to Debra Markos.



The new Blue Nile bridge at Bahar Dar, Lake Tana, 1960.



Idyllic valley on the highway between Combolcia and Assab.



Bridge on the highway to Tessenet.



Bridge across the Awash River.



The old and the new bridge over the Black Water River on the highway wards the Kenya border.



Bridge over the Awash River.

3. To be purchased from abroad by Tender.

An invitation to bid (includes full specifications and Conditions of Bidding) is issued and the normal time given for submitting a bid is forty-five days from the date of issue. A Bid Guarantee must be included by the Bidder, otherwise the bid will be rejected. The bids are opened publicly and are then analysed and a recommendation for award is made, based on the lowest bidder meeting the Imperial Highway Authority's specifications. The Recommendation for Award must be signed and approved by the Procurement Officer, Equipment Engineer and Chief Engineer, and the Director will then approve same. Final confirmation will be given after the Director has submitted the recommendation to the Imperial Highway Authority's Board of Commissioners.

After Approval of Award is made, a purchase order is sent to the Vendor, pink and white copies to the Central Warehouse, green and white copies retained by the Procurement Department, one white copy to the Accounts Department and the other white copy to the Equipment Department.

Payment

Will be made by one of the following methods:

1. Cash against Documents.
2. Sight Draft.
3. Irrevocable Letter of Credit.

In the event that the funds will be taken from the International Bank for Reconstruction and Development Loan, then a statement will be entered on the purchase order and all Bank applications. The actual application for withdrawal for such funds will be made by the Administrative Manager.

Follow-up Procedure

A record is kept of all Invitations to Bid and Purchase Orders and in the event that Bids (Section B) are not received in time, a reminder is sent; in the case of Purchase Orders, the shipping date is included and if no shipping information is received by that date, a reminder is sent requesting full information as to the status of our order.

Transit and Insurance

All shipments coming into Ethiopia are covered by our Open Marine Insurance Policy. When shipping documents are received, they are forwarded to our transitors at the Port of Entry and on their arrival are cleared through Customs, free of charge. The goods are then delivered to the Receiving Warehouse where a receiving report is made, a copy of which is placed in the purchase order in question. In the event that some of the items are damaged or missing, a report is made to that effect and the Procurement Department puts in a claim to the insurance company or supplier, depending on the nature of the claim.

A library is maintained by the Department and is fully cross-referenced so that information can be

obtained, either through the manufacturer, local distributor, or under the heading of the item required.

Contract Policies

Building roads and highways by both local and foreign contractors has become a necessary and often more economical practice, assisting the Imperial Highway Authority's own forces. Several projects forming part of the Second Highway Programme, have thus been assigned for construction to local and foreign contractors on the basis of public tenders. In 1960, the following projects were under construction by foreign contractors:

1. Asba Taferri to Kolubi — 152 kms.
Contractors: Marples Ridgeway & Partners, England.
2. Addis Zemen to Bahardar — 72 kms.
Contractors: Solel Boneh & Associates, Israel.
3. Jimma to Agaro — 42 kms.
Contractors: Solel Boneh & Associates, Israel.

Various bridges and betterment constructions were built by local contractors.

The Imperial Highway Authority, through its Location and Design Division and its Construction Division, prepares complete plans and specifications, together with all necessary bid documents for its highway construction programme.

Bid documents are available for all bidders to inspect both at its office in Addis Ababa and at the Imperial Ethiopian Embassies in Paris, Bonn, London, Athens, Rome and Washington D.C.

A bid guarantee of not less than 5% of the amount bid is required with each bid.

A performance bond, a payment bond and a guarantee bond, each in the amount of 25% of the contract amount is usually required. There are several reputable bonding companies in Addis Ababa now handling these various types of bonds.

Contracts are awarded to the lowest responsible bidder complying with the conditions of the invitation for bids, provided his bid is reasonable and it is to the interest of the Ethiopian Government. The Authority reserves the right to reject any or all bids.

Payments to contractors are made each month for work completed and for materials delivered to the site. The basis for payment is the Project Engineer's estimate.

All construction works are continuously supervised by an Imperial Highway Authority Resident Engineer at the site of construction work. The Imperial Highway Authority Resident Engineer is assisted in his work by several I.H.A. inspectors and by the Assistant Resident Engineers, all in turn being supervised by the Imperial Highway Authority Construction Department.

It has been noted that throughout the last years an evergrowing number of Ethiopian contractors are participating in the public tenders. With those contractors' growing experience and equipment, it is anticipated that more Ethiopian contractors will share the work of road building in Ethiopia in the future.



The highway to Asmara, near the Thermaber Pass at Debra Sina.

The Imperial Highway Authority

Members of the Board of Commissioners and Staff Officers—March 1961

Board of Commissioners

H.E. Balambaras Mathamaselassie Woldemaskal,
Minister of Public Works & Communications,
Chairman.

H.E. Dr. Hailegiorgis Workeneh, Vice Minister of
Public Works & Communications.
Ato Worqu Haptewold, Asst. Minister, Planning Board.
Mr. A. W. Schimberg, Director of Highways.

Staff Officers

Ato Mulugheta Sinegiorgis, Asst. Director of Highways.
Mr. L. L. Marsh, Chief Engineer.
Ato Abashawl Woldemariam, Asst. Chief Engineer.
Mr. E. W. R. Ripley, Construction Engineer.
Ato Shifferraw Bizune, Construction Engineer.
Mr. E. Cornell, Construction Engineer.
Ato Haile Sellassie Mengister, Bridge Engineer.
Mr. T. Revelise, Bridge Engineer.
Ato Shimaless Asfaw, Planning and Programming
Engineer.
Ato Tilahoun Wubneh, Survey and Design Engineer.
Mr. Lippard, Equipment Engineer.
Ato Chirma Teklehaimanot, Equipment Engineer.
Mr. E. Schnoeker, Administrative Manager.
Mr. O'Donnell, Finance Officer.
Mr. G. Rushdy, Chief Accountant.

Ato Mengasha Zenamarcos, Chief Auditor.
Dej. Issa Sheriff, Maintenance Engineer.
Mr. Escher, Maintenance Engineer.
Mr. I. Hutchins, Training Engineer.
Mr. H. K. Ward-Smith, Procurement Officer.
Ato Berhanu Kifle, Procurement Officer.
Ato Aberra Kassa, Materials Engineer.
Ato Sbhatu Tesfazion, Warehouse Superintendent.
Ato Kebede Beyene, Right of Way Officer.
Mr. Lewis, Legal Officer.
Ato Fessahazion Ernesto, Health Officer.
Mr. R. Ryan, Central Garage Superintendent.
Ato Temesghen Gobenah, Personnel Officer.
Mr. Hallal, Budget Officer.
Mr. S. F. Gerz, Press & Information Officer.

On February 28, 1951, the International Bank for Reconstruction and Development, the U.S. Bureau of Public Roads and the Imperial Ethiopian Government entered into an agreement to proceed with the reconstruction of three principal highway routes totalling approximately 1,500kms. In addition to this programme 2,900kms. of additional roads have been reconstructed or improved through maintenance. The results of this undertaking constitutes a milestone in public works achievement in the Empire of Ethiopia and has resulted in the creation of the well-founded Imperial Highway Authority duly constituted and administered with a minimum of employees and other nationalities.

The task ahead including the Second Highway Programme of projects covering construction and rehabilitation of approximately 1,200kms. will severely test the capabilities of the relatively infant highway organisation, but the basic principles and policies initiated during the first highway project, should provide the framework to achieve the desired goal of an expanding highway system, adequately maintained and administered by Ethiopian Engineers and equipment operators and built to serve the health, social and economic needs of the Empire commensurate with the many other phases of economic expansion.

The First Highway Programme of Projects undertaken with agreement with the International Bank for Reconstruction and Development and the U.S. Bureau of Public Roads provided for the rehabilitation of the following roads:

1. Addis Ababa to Assab Port;
2. Addis Ababa to Jimma;
3. Addis Ababa to Lekemпти.

The cost of this First Highway Programme was in conformity with the task to be performed and kept to a minimum. Considering that it costs between Eth.\$55,000 to Eth.\$210,000 to build one kilometer of new road the

rehabilitation costs of the First Programme resulted as follows: Addis Ababa to Assab completed in 1954 cost Eth.\$10,000,000, the total length of the highway being 860kms. Addis Ababa to Lekemпти, 331kms. was also a matter of Eth.\$10,000,000. Addis Ababa to Jimma 335kms. cost Eth.\$7,200,000.

With highway improvements the traffic movements increased sharply. On the Addis Ababa to the Assab an average of 170 vehicles was counted per day in 1953. The same route shows an increase of 374 vehicles per day in 1957. In terms of annual traffic volume on this road, 1956 showed approximately 50,000 for the Addis Ababa-Combolcia section, 25,000 for the Bati section and 13,000 for the Bati-Assab section. This reports an estimated 20,000,000 vehicle-kilometers of travel.

In the course of the following years the average tariff for transportation by car between Addis Ababa and Assab Port have decreased from Eth.\$87.50 per metric ton in 1953 to Eth.\$49.00 in 1957. This represents a saving of Eth.\$38.50 per metric ton transported over the road. Similar figures can be given for the other two betterment projects under the First Loan Agreement and similar progress is shown as a result of having good highways.

This First Rehabilitation Programme was then expanded to include the roads from Addis Ababa to Adigrat, from Addis Ababa to the Blue Nile and from Addis Ababa to Shashomenna. In 1951 at the time of the Federation, the Imperial Highway Authority took over the maintenance of all principal roads in Eritrea.

To a large extent all roads are gravel surfaced. Weather conditions and traffic comfort would be better served by asphalt surfacing. However the need for extending the present road system has so far exceeded the finances provided. It is therefore imperative to extend the general road system rather than placing asphalt surfaces.

ADDIS ABABA—LEKEMPTI MAINTENANCE PROJECT EXPENDITURE BY YEARS (In Ethiopian Dollars)

Year	Labour	Materials and Supplies	Equipment	Gas ¹ and Oil	Other	Contracts	Central ² Office Overhead	Total for Year	Accumulated Total
1951	—	—	—	—	none	—	—	—	—
1952	—	—	—	—	none	—	—	—	—
1953	—	—	—	—	none	—	—	—	—
1954	43,011	17,866	141,892	—	26,125	—	—	228,895	228,895
1955	50,363	69,547	127,789	15,402	2,116	—	41,957	307,173	536,068
1956	20,199	11,987	39,002	13,047	2,186	—	17,408	103,831	639,899
Total ³	113,573	99,400	308,683	28,449	30,427	—	59,365	—	639,899

¹ Included with "Equipment" until 1955.

² Included with "Other" until 1955.

³ Credit.

⁴ Figures to nearest dollar; totals will not check exactly with accumulated total.

ADDIS ABABA—LEKEMPTI CONSTRUCTION PROJECT EXPENDITURE BY YEARS (In Ethiopian Dollars)

Year	Labour	Materials and Supplies	Equipment	Gas ¹ and Oil	Other	Contracts	Central ² Office Overhead	Total for Year	Accumulated Total
1951	53,732	56,044	78,568	—	29,966	—	—	218,310	218,310
1952	271,770	542,764	458,556	—	406,711	219,117	—	1,898,921	2,117,231
1953	234,924	326,945	812,183	—	83,668	450,005	—	1,907,725	4,024,956
1954	150,334	67,369	712,399	—	128,683	14,792	—	1,073,577	5,098,532
1955	617,018	468,255	1,421,524	455,050	35,725	10,809	422,390	3,430,722	8,529,305
1956	281,608	163,019	1,289,005	358,589	72,613	3,411	297,417	2,465,662	10,994,967
Total ³	1,609,386	1,624,396	4,772,235	813,639	757,369	698,134	719,807	10,994,967	10,994,967

¹ Included with "Equipment" until 1955.

² Included with "Other" until 1955.

³ Credit.

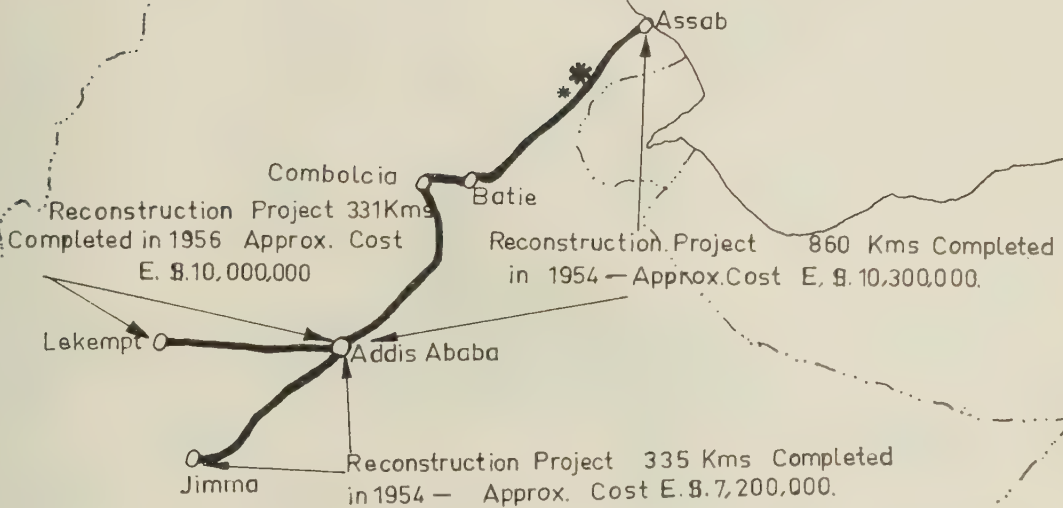
⁴ Figures to nearest dollar; totals will not check exactly with accumulated total.



IMPERIAL HIGHWAY AUTHORITY

1ST. HIGHWAY PROGRAM

RECONSTRUCTION PROJECTS
CONSTRUCTED IN AGREEMENTS
WITH IBRD — DATED FEB. 28, 1951.



* Short Section not Completed

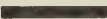

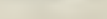


IMPERIAL HIGHWAY AUTHORITY
THIRD HIGHWAY PROGRAM

Construction Projects Recommended For
Consideration By The
Development Loan Fund

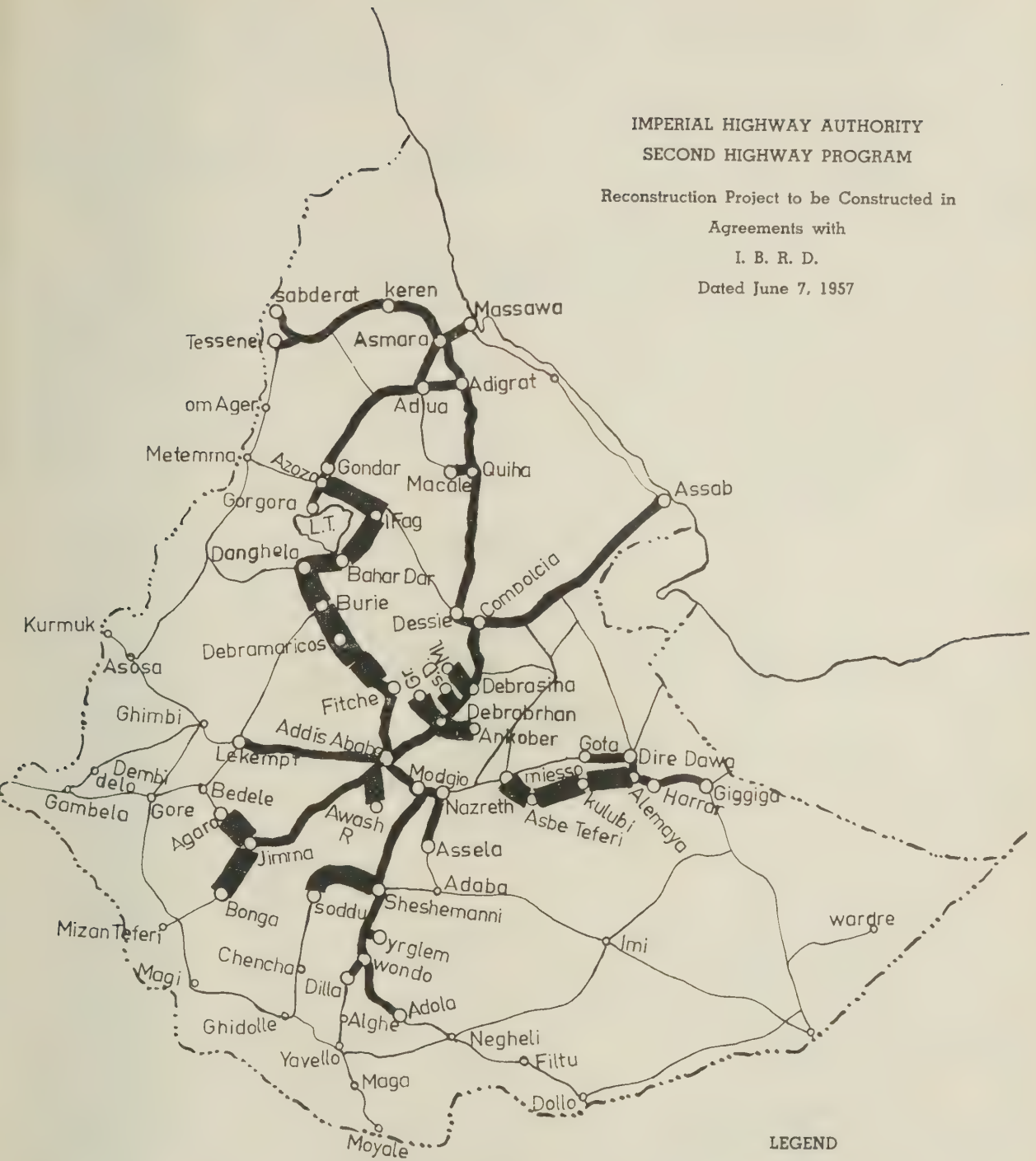


LEGEND

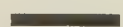


-  All-Weather Roads
-  Recommended Projects
-  Primary Network of Roads

IMPERIAL HIGHWAY AUTHORITY
SECOND HIGHWAY PROGRAM

Reconstruction Project to be Constructed in
Agreements with
I. B. R. D.
Dated June 7, 1957



LEGEND

-  All-Weather Roads
-  Projects to be Constructed
-  Primary Network of Roads

**ADDIS ABABA—ASSAB MAINTENANCE PROJECT
EXPENDITURE BY YEARS
(In Ethiopian Dollars)**

Year	Labour	Materials and Supplies	Equipment	Gas ¹ and Oil	Other	Contracts	Central ² Office Overhead	Total for Year	Accumulated Total
1951	—	—	—	—	none	—	—	—	—
1952	—	—	—	—	none	—	—	—	—
1953	—	—	—	—	none	—	—	—	—
1954	176,144	63,315	580,230	—	160,076	—	—	979,765	979,765
1955	231,088	73,069	322,847	107,086	14,904	—	179,777	1,128,771	2,108,536
1956	273,488	59,572	489,710	169,236	16,783	—	185,358	1,194,146	3,302,682
Total ⁴	680,721	195,956	1,592,787	276,322	191,762	—	365,135	—	3,302,682

¹ Included with "Equipment" until 1955.

² Included with "Other" until 1955.

³ Credit.

⁴ Figures to nearest dollar; totals will not check exactly with accumulated total.

**ADDIS ABABA—ASSAB CONSTRUCTION PROJECT
EXPENDITURE BY YEARS
(In Ethiopian Dollars)**

Year	Labour	Materials and Supplies	Equipment	Gas ¹ and Oil	Other	Contracts	Central ² Office Overhead	Total for Year	Accumulated Total
1951	159,674	37,614	99,735	—	39,193	—	—	336,217	336,217
1952	971,928	1,141,897	1,264,931	—	911,090	—	—	4,289,845	4,626,062
1953	876,697	315,037	2,744,001	—	285,093	161,123	—	4,381,952	9,008,014
1954	147,493	159,976	742,358	—	161,582	—	—	1,211,408	10,219,422
1955	8,328 ³	5,616	13,486	12,595	6,675	—	6,102	36,146	10,255,568
1956	208	—	—	—	4,735	—	971	5,499	10,261,067
Total ³	2,147,256	1,660,140	4,864,511	12,595	1,408,368	161,123	7,073	—	10,261,067

¹ Included with "Equipment" until 1955.

² Included with "Other" until 1955.

³ Credit.

⁴ Figures to nearest dollar; totals will not check exactly with accumulated total.

**ADDIS ABABA—JIMMA CONSTRUCTION PROJECT
EXPENDITURE BY YEARS
(In Ethiopian Dollars)**

Year	Labour	Materials and Supplies	Equipment	Gas ¹ and Oil	Other	Contracts	Central ² Office Overhead	Total for Year	Accumulated Total
1951	81,490	69,388	72,413	—	24,876	—	—	248,167	248,167
1952	144,772	56,149	120,728	—	311,221	—	—	632,869	881,036
1953	504,705	352,994	1,608,728	—	110,525	—	—	2,576,953	3,457,989
1954	432,019	300,436	2,203,009	—	366,031	—	—	3,301,495	6,759,484
1955	26,628 ³	127,849	216,983	36,205	211 ³	—	57,853	465,309	7,222,792
1956	1,639 ⁴	—	—	9	—	—	389 ³	2,019 ³	7,222,774
Total ³	1,187,975	906,816	4,221,861	36,214	812,442	—	57,464	—	7,222,774

¹ Included with "Equipment" until 1955.

² Included with "Other" until 1955.

³ Credit.

⁴ Figures to nearest dollar; totals will not check exactly with accumulated total.

**ADDIS ABABA—JIMMA MAINTENANCE PROJECT
EXPENDITURE BY YEARS
(In Ethiopian Dollars)**

Year	Labour	Materials and Supplies	Equipment	Gas ¹ and Oil	Other	Contracts	Central ² Office Overhead	Total for Year	Accumulated Total
1951	—	—	—	—	none	—	—	—	—
1952	—	—	—	—	none	—	—	—	—
1953	—	—	—	—	none	—	—	—	—
1954	54,677	22,287	166,655	—	31,176	—	—	274,795	274,795
1955	111,193	87,119	238,450	61,325	2,776	—	78,404	579,267	854,062
1956	98,428	50,311	179,983	68,555	13,933	—	82,480	493,510	1,347,572
Total ³	264,118	159,717	585,088	129,880	47,885	—	160,884	—	1,347,572

¹ Included with "Equipment" until 1955.

² Included with "Other" until 1955.

³ Credit.

⁴ Figures to nearest dollar; totals will not check exactly with accumulated total.

**TABLE IV
AVERAGE TARIFF BY LORRY BETWEEN ADDIS ABABA AND ASSAB**

	1953	1954	1955	1956	1957	1958	1959
Per metric ton	87.50	57.50	54.25	40.00	49.00	45.00	40.00
Per metric ton/ Per kilometer	.101	.067	.063	.047	.057	.052	.047

Transportation rates are not necessarily directly related to the condition of the road: such factors as competitive trucking, operating costs, market situation

and balancing income between routes are important factors.

Transportation Rates:

The Tariff for transportation by truck between Addis Ababa and Jimma has decreased from 45.00 (Eth.) per metric ton in 1953 to 15.00 (Eth.) in 1959. This represents a saving of Eth.\$30 per metric ton transported over the road. Table IX shows the quoted tariffs for the years 1953 through 1959.

TABLE IX
AVERAGE TARIFF BY LORRY BETWEEN ADDIS ABABA AND JIMMA (Eth.\$)

	1953	1954	1955	1956	1957	1958	1959
per metric ton	45.00	40.00	35.00	30.00	40.00	30.00	15.00
Per metric ton/Per kilometer	.135	.120	.105	.090	.120	.090	.048

Vehicle Usage:

Vehicle counts made on the route show a progressive increase. Table XIII shows the average daily traffic for the years 1953 through 1956

TABLE XIII
AVERAGE DAILY TRAFFIC

1953	1954	1955	1956	1957	1958	1959	Increase over 1953
72	71	81	93	194	271	232	222%

In terms of annual traffic the volume for 1959 would approximate 85,000 vehicles.

Transportation Rates:

The tariff for transportation by truck between Addis Ababa and Lekempti has decreased from Eth. \$ 67.50 per metric ton in 1954 to 15.00 (Eth.) in 1959. This represents a saving of 52.50 (Eth.) per metric ton transported over the road. Table XIV shows the quoted traffis for the years 1954 through 1959.

TABLE XIV
AVERAGE TARIFF BY LORRY BETWEEN ADDIS ABABA AND LEKEMPTI (Eth.\$)

	1954	1955	1956	1957	1958	1959
Per metric ton	67.50	52.50	40.00	55.00	40.00	15.00
Per metric ton/Per kilometer	.204	.160	.120	.166	.120	.045

Summary of Three Betterment Projects Completed Under Terms of the First Loan Agreement

Figure 2 shows the accumulated expenditures by years for each of the three betterment projects. The total moneys available under the I.B.R.D. Loan were obligated by May 28, 1954. These funds were expended for:

(a) Equipment :	\$3,124,377.70	(U.S.\$.)
(b) Materials :	\$673,013.51	"
(c) Services :	\$983,568.14	"
(d) Consolidated Categories :	\$219,040.65	"
Total :	\$5,000,000.00	(equal \$12,500,00 Eth.)

The cost of the total road programme from February 28, 1951 to February 1957 was approximately \$55,500,00 (Eth.) which amount includes the I.B.R.D. loan of \$12,500,00 (Eth.).

The work schedule followed approximately the plan proposed and carried along with it the development of a maintenance organisation adequate to maintain the present highway system.

The improvement of these roads occurs in an initial stage in the broad economic development of the Empire and the full value of the improvements will only be noted when the various agricultural, port developing and other industrial and public works programmes are developed and the road system is extended to serve greater productive areas.

SECOND HIGHWAY PROGRAMME

On June 7, 1957, the International Bank for Reconstruction and Development, the U.S. Bureau of Public Roads and the Imperial Ethiopian Government signed a second agreement to accelerate the road programme with the aid of a \$15,000,000 (U.S.) loan from the International Bank for Reconstruction and Development plus a local fund by the Government of Ethiopia. This programme provided for surveys and plans for construction of 1,800 kms. of primary roads with construction funds adequate for the constructing of approximately 850 kms. of the 1,300 kms. surveyed. Also included in the agreement with the I.B.R.D. were four betterments construction projects totalling approximately 350 kms. and rehabilitation of asphalt surface.

The following are lists of revised projects programmed for construction service-to-traffic maintenance, routine maintenance, asphalt rehabilitation and betterments.

Revised Highway Programme:

2nd Highway Construction Programme (in I.B.R.D./G.O.E. Loan Agreement (rev.))

For economical and other important reasons, a revision of the Second Highway Construction Programme was agreed upon in April 1959, between the I.B.R.D. and the Ethiopian Government as follows:

STAGE I

Route No.	Project	Length Kms.	Method of Construction
43	From Jimma To Agaro	42	Contract
07	Jimma Bonga (Alt.)	110	IHA Btmt.
07-43	Agaro-Jimma-Bonga (Alt.)	152	Contract
03	Blue Nile Gorge Dejen	35	Contract
03	Dejen-Debra Markos-Burie	185	IHA Btmt.
04	Mieso Asbe Teferi	26	IHA Btmt.
04	Asbe Teferi Kolubi	150	Contract
04	Alamaya Kolubi	33	IHA Btmt.
03	Azezo Ifag	75	IHA Btmt.
Local	Menz Area :	Adjusted Kms.	
Secondary	(a) Tarmaber-Sala Dingay	21 (21)	
	(b) Tarmaber-Molale	50 (83)	
Roads	(c) Debra Berhan-Jihur	77 (77)	IHA Training Project
Roads	(d) Debra Berhan-Ankobor	35 (43)	IHA Training Project
09	Alemgana-Awash River	31	IHA Training Project
—	Utility Bridge Trusses	—	IHA Const.
	Total	870	

STAGE II

SERVICE-TO-TRAFFIC PROGRAMME MAINTENANCE SERVICE-TO-TRAFFIC PROGRAMME

(Revised by I.H.A. Board 4/4/59) (Budget Sub-Committee Report 4/3/59)

Route No.	Location	Length Kms.
04	Nazareth-Awash Station	137
04	Awash Station-Erer Gota	173
05	Lekempti-Ghimbi	118
05	Ghimbi-Beigl-Asosa-Kurmuk (Sudan Border)	244 (Est. 350)
06	Dilla-Irba Chaffee	70
09	Soddu-Chencia	95
21	Addis Zelem (Tara Gadem)-Debra Tabor	73
21	Azezo-Metemma	160
25	Tessenei-Setit	90
43	Agaro-Gore	256

43	Gore-Gambela	165
44	Adola-Neghelli	120
45	Gambela-Dembidolo	71
09	Awash River-Buttagira	60
07	Bonga-Wishwih	24
	Totals	1856 (Est. 1962)

AERIAL SURVEY CONTRACT

On March 4, 1957, a contract was signed between the Imperial Highway Authority and Hunting Aerosurveys Ltd., for flying and preparation of stereo pairs and mosaics of the areas covering the roads to be constructed in the present highway programme, and for additional routes that are currently being surveyed and will be constructed in following programmes. This contract was revised by agreement to extend the coverage so that programme planning could be implemented and so that the Imperial Highway Authority could proceed with surveys on alternate projects of high priority.

The scale of the aerial photos are 1 to 20,000 and are suitable for interpolation of five-feet contours. The total area of coverage is approximately 87,498 square miles or 226,620 square kilometers.

Much of the information contained in the photographs was of considerable value for agricultural and other programmes within the areas of coverage. Among the various Ministries and Agencies of Government that have already utilized these photos, which are made available to them, only at cost of reproducing the photos, are:

1. The City of Addis Ababa.
2. The Ministry of Public Works.
3. The Ministry of Agriculture.
4. The Ministry of Mines.
5. The Ministry of Defence.
6. The Economic and Technical Assistance Board.
7. The Mapping and Geographic Institute.
8. The Department of Marine.
9. The Security Department.
10. The Malaria Control Board.
11. The University College.
12. The Ethiopian Electric Light and Power Authority.

On May 31, 1959 the agreement between the Imperial Highway Authority and the Hunting Aerosurveys Ltd. was terminated.

SURVEYS AND PLANS

Approximately 2,133 kilometers of roads were under survey or programmed for survey in the near future. Of this total approximately 1,400 kilometers of road were being surveyed and partial plans prepared by a Consulting firm. Work on this contract started early in 1957 and was scheduled for completion in July 1958. Due to unforeseen difficulties the contract was extended until December 31, 1958.

When the contract was terminated in April 1959, the Consultants had done 577 kms. of paper location, 179 kms. of photogrammetric plot and 620 kms. of staked-out centre line. I.H.A. had to survey almost 100 per cent. of the entire 1,376 kms. completed by the Consultants.

The Imperial Highway Authority currently has nine field parties making surveys on approximately 1,000 kilometers of road. These field parties are composed principally of Ethiopian surveyors, and aides, with generally one experienced field party chief to advise and train new personnel.

BETTERMENT CONSTRUCTION PROJECTS COMPLETED AND CURRENTLY UNDER CONSTRUCTION BY I.H.A. FORCES

These projects are being constructed to primary road standards. The projects and approximate amount of work completed are:

1. Wondo-Adola: grading, drainage, crushed stone surfacing; from kilometer 403 to kilometer 470 in Adola. Completed in August 1959.
2. Combolcia-Assab: reconstruction of five wash-outs in road, with protective drainage, between kilometer 567 and kilometer 640. Completed in July 1959. Just after completion another flood struck on July 27, causing damage to three of the four washouts between kilometer 685 and kilometer 702. Now completed.
3. Addis Ababa-Blue Nile Canyon: grading, drainage, reconstruct bad sections of roadbed, crushed stone surfacing, from Addis Ababa to kilometer 185. Completed.
4. Addis Ababa-Debre Zeit: grading, drainage, new base where needed, asphalt base course, from kilometer 11.4 to kilometer 50. 100 per cent completed.* Asphalt work as far as Modjo was completed in June 1959.
5. Shashemanne-Soddu: grading, drainage and crushed stone surfacing, 130 kms. Approximately 85 per cent. complete.
6. Nazareth-Assela: grading shoulders, drainage where needed, crushed stone aggregate surfacing from kilometer 135 to kilometer 175. The project was completed in June 1960.
7. Jimma-Bonga. grading, drainage, new base where needed, crushed stone surfacing, 110 kms. Approximately 20 per cent complete.
8. Azezo-Addis Zemen: grading, drainage, new base where needed, crushed stone surfacing, 77 kms. Approximately 10 per cent. complete.

*Asphalt moved to Addis—Woliso Road now complete.

Highway Maintenance :

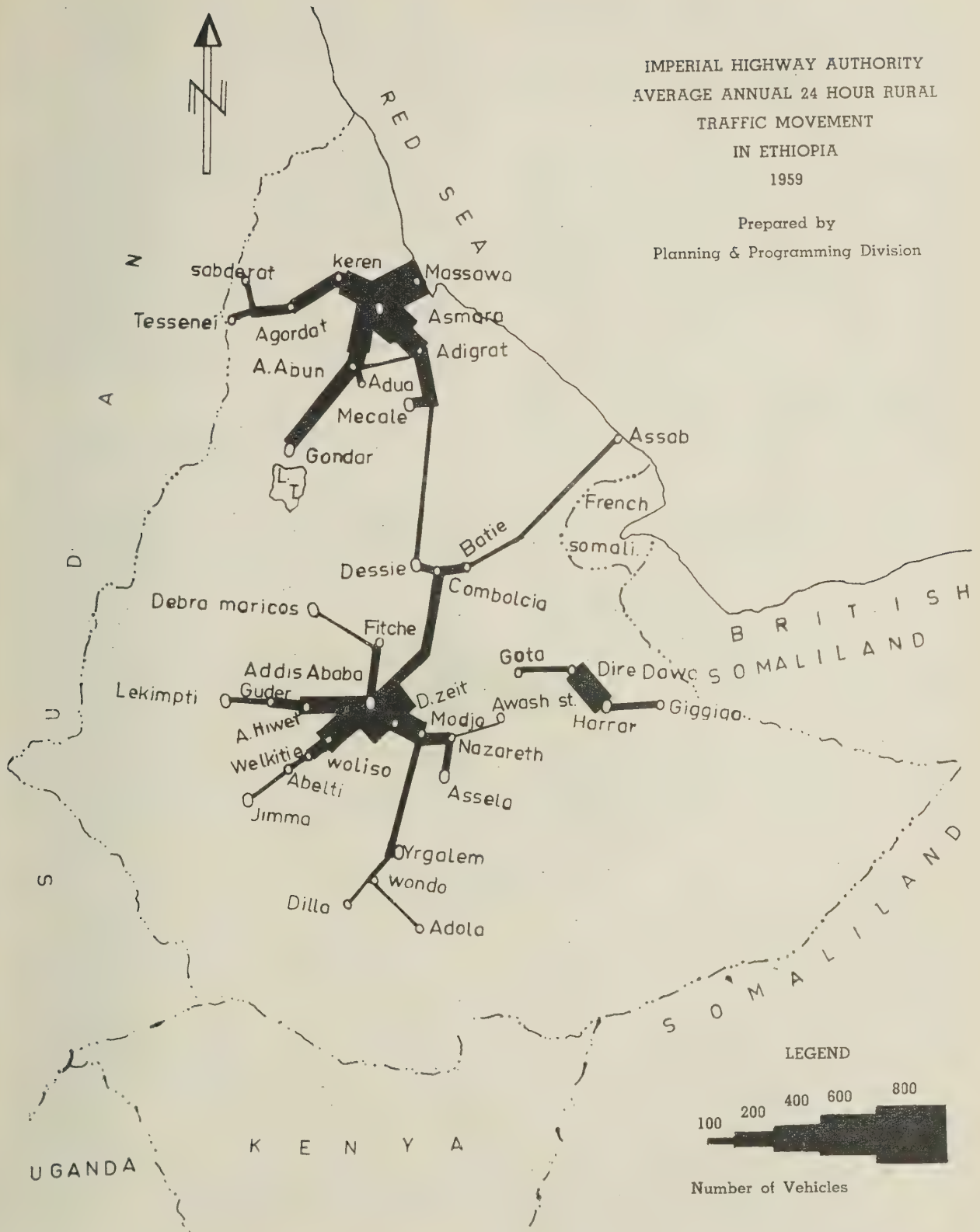
The Highway system of the Empire of Ethiopia consists of about 4,570 kms. of all-weather roads under highway maintenance of which about one-third have surface and about 17,000 kms. of unimproved roads bituminous surface and the remainder traffic bound including truck trails, mainly of earth and, passable only during the dry season.

At the present time there are eight District Maintenance Shops that are capable of servicing and undertaking routine repairs to equipment and maintaining the present roads in their respective districts.

Each district compound has the same or similar shops for various kinds of work as has the Central Garage Compound in Addis Ababa. In districts, there are the

IMPERIAL HIGHWAY AUTHORITY
AVERAGE ANNUAL 24 HOUR RURAL
TRAFFIC MOVEMENT
IN ETHIOPIA
1959

Prepared by
Planning & Programming Division



General Garage, the Welding Shop, the Carpentry Shop, Warehouse, Fuel Station, Radio Station and Administrative Building. Presently there is an average of about 500 kms. of road maintenance assigned to each district. In cases where the mileage of roads to be maintained is in excess, sub-districts have been established which refer to the district for organisation and work assignment.

In addition to routine maintenance, these districts are also constantly improving the present roads under maintenance such as removing dangerous curves, improving bad structures and building weak sub-grades.

With additional equipment plus replacement equipment for worn out equipment, district maintenance forces will be capable with small additional financing of improving some service-to-traffic on many roads not included in this current programme for construction or reconstruction.

New equipment for maintenance to be purchased in 1961 will approximate Eth.\$3,000,000 or U.S.\$1,200,000. This equipment plus some equipment units released from projects undertaken in the present programme by Imperial Highway Authority plus nominal replacement equipment should be sufficient to adequately maintain the extended road system.

Deterioration of highway and roads is considerable in Ethiopia due to the effects caused by the dry, and, in particular, by the rainy season. Mountain slides, wash-outs and other sudden happenings caused by acts of nature can change the condition of a road within hours. A very active maintenance system can be the only answer to repair such sudden damages without undue delays which in turn would be disastrous for general traffic. In order to still raise the level of present maintenance practice, a new maintenance programme is under consideration and will soon be enacted throughout Ethiopia.

It is the aim of I.H.A. to have maintenance crew-camps along all highways at distances of not more than 50 kms. from each other. Maintenance crews stationed thus along the highways will live in modern camps well equipped to maintain the assigned kilometers of highway.

THE THIRD HIGHWAY PROGRAMME

A Third Highway Programme is presently under study by the Imperial Ethiopian Government and the World Bank.

While it is too early to foresee further developments, an indication of intentional road construction is given on Map 3.

The Third Highway Programme will include all most important highways needed in Ethiopia and its conclusion will give her a highway system that will satisfy the most urgent requirements of road communication throughout the Empire. The main centres of agriculture, commerce and industry will be linked. Highways will lead to the most important places along the borders of Ethiopia and will thereby facilitate international surface travel, to and from the Country.

It is envisaged to have the First Stage of the Third Highway Programme covered within the first three years after its commencement, with the Second Stage following and taking an equal amount of time.

GENERAL TRAFFIC AND VEHICLE REGISTRATION IN ETHIOPIA

With the programme of road construction, the amount of vehicles registered in Ethiopia has greatly increased and so has, as a consequence, the density of traffic. Since 1953, traffic has increased 14 per cent. While in 1953, approximately 4,000 vehicles were registered in Ethiopia. In 1960 there were over 30,000 vehicles of all categories registered. The greatest traffic exists in the cities. A traffic count on one of the principal avenues of Addis Ababa, revealed a total of 12,506 vehicles passing between 7 a.m. and 9 p.m. On provincial roads the greatest traffic was observed on the roads from Addis Ababa to Debre Zeit and from Asmara to Massawa. Of all vehicles registered, 86 per cent. are passenger cars, 13 per cent. trucks and buses and less than one per cent. are other vehicles.

The sign of continuously increasing traffic is not only important for the industrial and commercial development of the country, but it is also a remarkable new link between people of the various provinces of this vast country.

IMPERIAL HIGHWAY AUTHORITY PLANNING AND PROGRAMMING DIVISION TRAFFIC COUNT

Location : Churchill Avenue North of Coulson St. 1½ block South of Haile Sellassie Square. Count was made from 7 a.m. to 9 p.m. on September 9, 1959.

Hours of Count	Passenger Cars and Taxi			Trucks and Buses			Trucks w/Trailers			Three-wheel Gharries			Grand Total
	Up	Down	Total	Up	Down	Total	Up	Down	Total	Up	Down	Total	
7—8 a.m. ...	145	158	303	31	35	66	—	—	—	—	1	1	370
8—9... ..	351	295	646	75	64	139	—	—	—	1	2	3	788
9—10	421	405	826	90	70	160	1	—	1	6	2	8	995
10—11	410	355	765	82	83	165	—	—	—	1	1	2	932
11—12	415	350	765	85	73	158	—	—	—	2	3	5	928
12—1 p.m. ...	445	368	813	84	79	163	—	—	—	4	3	7	983
1—2... ..	290	257	547	55	48	103	—	—	—	1	1	2	652
2—3... ..	365	415	780	42	45	87	1	—	1	3	7	10	875
3—4... ..	439	471	910	77	58	135	—	—	—	7	6	13	1,058
4—5... ..	423	371	794	87	53	140	—	1	1	—	—	—	935
5—6... ..	445	444	889	86	64	150	—	—	—	—	2	2	1,041
6—7... ..	740	507	1,247	79	38	117	—	—	—	1	2	3	1,367
7—8... ..	409	489	898	35	27	62	—	—	—	—	—	—	960
8—9 p.m. ...	280	310	590	12	17	29	—	—	—	—	—	—	619
TOTAL	5,578	5,195	10,773	920	754	1,674	2	1	3	26	30	56	12,506

Note : Count made in 1953 total 5,801 for same hours at same location.
Count made in 1958 total 13,739 for same hours at same location.

TRANSPORT TRAFFIC BY LORRY—1953-1960 ON PRINCIPAL ALL-WEATHER ROADS

From :	To :	Length in Kms.	1953		1954		1955		1956	
			Tariff per M Ton	Metric Ton per Km.	Tariff per M Ton	Metric Ton per Km.	Tariff per M Ton	Metric Ton per Km.	Tariff per M Ton	Metric Ton per Km.
Addis Ababa	Assab	861	87.50	0.101	52.50	0.061	46.00	0.053	44.00	0.051
Assab	Addis Ababa	861	100.00	0.115	62.50	0.073	62.50	0.073	58.00	0.067
Dessie	Assab	510	50.00	0.098	37.50	0.073	28.50	0.056	25.00	0.049
Assab	Dessie	510	30.00	0.059	15.00	0.029	20.00	0.039	21.00	0.041
Addis Ababa	Asmara	1,076	100.00	0.093	72.50	0.067	72.50	0.067	67.00	0.062
Asmara	Addis Ababa	1,076	120.00	0.112	90.00	0.084	90.00	0.084	85.00	0.079
Dessie	Addis Ababa	397	80.00	0.202	60.00	0.151	60.00	0.051	50.00	0.126
Addis Ababa	Dessie	397	40.00	0.101	25.00	0.063	25.00	0.063	30.00	0.079
Addis Ababa	Jimma	335	45.00	0.135	30.00	0.090	30.00	0.090	35.00	0.104
Jimma	Addis Ababa	335	30.00	0.090	50.00	0.149	40.00	0.119	40.00	0.119
Addis Ababa	Dilla	366	50.00	0.136	50.00	0.137	40.00	0.109	37.00	0.101
Dilla	Addis Ababa	366	50.00	0.136	40.00	0.109	30.00	0.082	40.00	0.109
Addis Ababa	Sheshemenne	249	30.00	0.120	25.00	0.100	25.00	0.100	25.00	0.100
Sheshemenne	Addis Ababa	249	30.00	0.120	25.00	0.100	25.00	0.100	30.00	0.120
Addis Ababa	Lekempti	331	—	—	67.50	0.204	40.00	0.121	45.00	0.136
Lekempti	Addis Ababa	331	—	—	85.00	0.257	65.00	0.196	62.00	0.187
Addis Ababa	Debre Marcos	305	—	—	100.00	0.328	50.00	0.164	60.00	0.197
Debre Marcos	Addis Ababa	305	—	—	90.00	0.295	90.00	0.295	95.00	0.311
Addis Ababa	Gore* (via Ghimbi)	626	200.00	0.320	200.00	0.320	150.00	0.240	145.00	0.232
Gore-Addis Ababa (via Ghimbi)	(Addis-Lekempti—all-weather)	626	150.00	0.240	150.00	0.240	150.00	0.240	135.00	0.216
Addis Ababa	Bonga*	458	—	—	—	—	—	—	80.00	0.175
Bonga	Addis Ababa	458	—	—	—	—	—	—	80.00	175
(Addis-Jimma—all-weather)										
Addis Ababa	Nazereth	99	40.00	0.404	30.00	0.303	20.00	0.202	15.00	0.152
Nazereth	Addis Ababa	99	40.00	0.404	30.00	0.303	20.00	0.202	15.00	0.152
Nazereth	Assela	76	30.00	0.394	25.00	0.329	25.00	0.329	20.00	0.263
Assela	Nazereth	76	30.00	0.394	30.00	0.394	25.00	0.329	25.00	0.329

* Dry-weather Roads.

From :	To :	Length in Kms.	1957		1958		1959		1960	
			Tariff per M Ton	Metric Ton per Km.	Tariff per M Ton	Metric Ton per Km.	Tariff per M Ton	Metric Ton per Km.	Tariff per M Ton	Metric Ton per Km.
Addis Ababa	Assab	861	49.00	0.057	42.50	0.049	40.00	0.047	37.50	0.044
Assab	Addis Ababa	861	55.50	0.064	65.00	0.073	63.00	0.073	60.00	0.070
Dessie	Assab	510	22.50	0.044	37.50	0.074	33.50	0.066	30.00	0.059
Assab	Dessie	510	22.50	0.044	40.00	0.078	37.00	0.073	35.00	0.069
Addis Ababa	Asmara	1,076	62.50	0.058	60.00	0.057	57.00	0.053	55.00	0.051
Asmara	Addis Ababa	1,076	80.00	0.074	60.00	0.057	47.00	0.044	55.00	0.051
Dessie	Addis Ababa	397	40.00	0.101	40.00	0.101	37.00	0.093	35.00	0.088
Addis Ababa	Dessie	397	40.00	0.101	30.00	0.076	27.00	0.068	25.00	0.063
Addis Ababa	Jimma	335	40.00	0.119	26.50	0.079	23.50	0.070	21.25	0.063
Jimma	Addis Ababa	335	40.00	0.119	26.50	0.079	23.50	0.070	21.25	0.063
Addis Ababa	Dilla	366	35.00	0.096	26.50	0.072	23.50	0.064	21.25	0.058
Dilla	Addis Ababa	366	50.00	0.137	26.50	0.072	23.50	0.064	21.25	0.058
Addis Ababa	Sheshemenne	249	25.00	0.100	20.00	0.080	18.50	0.074	17.50	0.070
Sheshemenne	Addis Ababa	249	35.00	0.141	20.00	0.080	18.50	0.074	17.50	0.070
Addis Ababa	Lekempti	331	50.00	0.151	26.50	0.080	23.50	0.071	21.25	0.064
Lekempti	Addis Ababa	331	60.00	0.181	26.50	0.080	23.50	0.071	21.25	0.064
Addis Ababa	Debre Marcos	305	70.00	0.230	30.00	0.098	27.00	0.089	25.00	0.082
Debre Marcos	Addis Ababa	305	100.00	0.328	40.00	0.131	37.50	0.123	35.00	0.115
Addis Ababa	Gore* (via Ghimbi)	626	140.00	0.223	135.00	0.216	135.00	0.216	130.00	0.208
Gore-Addis Ababa (via Ghimbi)	(Addis-Lekempti—all-weather)	626	120.00	0.192	135.00	0.216	135.00	0.216	130.00	0.208
Addis Ababa	Bonga*	458	80.00	0.175	75.00	0.164	75.00	0.164	75.00	0.164
Bonga	Addis Ababa	458	80.00	0.175	80.00	0.175	80.00	0.175	80.00	0.175
(Addis-Jimma—all-weather)										
Addis Ababa	Nazereth	99	9.50	0.096	9.50	0.096	9.00	0.091	7.75	0.078
Nazereth	Addis Ababa	99	9.50	0.096	9.50	0.096	9.25	0.093	7.75	0.078
Nazereth	Assela	76	15.00	0.197	10.00	0.132	7.50	0.099	7.50	0.099
Assela	Nazereth	76	20.00	0.263	10.00	0.132	7.50	0.099	7.50	0.099

* Dry-weather Roads.

N.B.—Transportation tariff by lorry is never constant in any given place, as it greatly depends on various factors like cost fluctuations, supply and demand, competition and highway efficiency. Therefore, the tariff per metric ton tabulated herein should not be taken as the actual tariff for any particular year but as an average value. One thing apparent from these figures is that, with the improvement of highways throughout the Empire transportation tariff has generally decreased.

HIGHWAY TRAINING PROGRAMME INTRODUCTION

Since 1951 the Imperial Highway Authority has conducted an extensive employee training programme as part of the development of an Ethiopian highway organisation. On-the-job training was emphasised during the first phase of the highway programme and as conditions changed with the expansion of the Authority into extensive engineering and construction operations a formal training programme was established in September 1956. At that time a Training Engineer was assigned to Ethiopia by the U.S. Bureau of Public Roads. Since that time formal training has been conducted for 1,241 employees with short courses of two days each given to 477 other employees. In the four years covered by this report 2,035 employees have been enrolled in educational courses sponsored by the Authority. A total of 3,753 students have thus received assistance from the Training Division.

The current training programme stresses supervisor development and engineering training in addition to continuing the equipment training which has been in progress for nine years.

Besides conducting organised training courses the Training Engineer is charged with the responsibility of selecting potential leaders from within the organisation. These men are given specialised work experience to improve their value to the Authority.

Through this selection and specialised training many capable men are now in responsible charge of important highway operations. Six of the eight District Maintenance Supervisors have received their preparation under the direction of the Training Division. In addition four of the five Ethiopian Construction Supervisors were given basic training through the formal training programme. The instructors in the Training Division have also been the source of supply for the educated shop superintendents now taking responsible positions in the organisation.

In addition to training Imperial Highway Authority employees the Training Division has given training to employees from the following organisations:

- The Imperial Army Engineer Corps—Equipment Operators.
- The Imperial Army Ordnance Corps—Equipment Operators.
- The Ministry of Education—Drivers.
- The U.S. Operations Mission—Drivers.
- The Sudanese Ministry of Highway—Engineering Technicians.

The objective of the training programme conducted by the Imperial Highway Authority is to develop Ethiopians to take over all phases of the work of the Authority in the shortest possible time. This objective is being accomplished by four courses of action:

1. Developing supervisors, foremen, superintendents, and engineers, through formal training courses and specialised work assignments to take over management of the operations of the Authority.
2. Training individuals in new skills such as

motor grader operating, surveying, accounting, etc., to insure a supply of qualified personnel to carry on the work of the Authority.

3. Giving refresher courses and additional instruction to employees to improve their efficiency in their present positions and to prepare them for advancement to positions of more responsibility.

4. Giving personal improvement courses which will assist employees to improve their academic knowledge and thus benefit the Imperial Highway Authority by having better educated employees with higher morale.

Ethiopian personnel have been assisted by all staff personnel to develop as supervisors for the responsible positions in the Authority. The enlarged construction programme undertaken required many additional supervisors and operators. Equipment operators were developed in a comparatively short period of time. However, it has taken years of preparation and planning to develop the supervisors with sufficient technical knowledge, personal confidence and administrative abilities to manage the large highway operations. Qualified Authority employees are continually being developed to take their place alongside the other Ethiopian supervisors in the Authority.

During the past three years the Authority has placed orders for over 100 major pieces of equipment to be used in betterment and maintenance work. Employees have been trained to operate this equipment as it arrived in Ethiopia. Besides operators, the Authority has trained mechanics in the overhaul and repair of this equipment as well as equipment clerks, warehouse personnel, etc., to assist in its control and maintenance.

Eight highway location survey parties and eight construction survey parties have been trained in the past two years and are now locating and surveying roads for the Authority. Construction inspectors, draughtsmen, designers, etc., have been trained to properly carry out the enlarged programme.

There are approximately 500 pieces of major construction equipment now being operated by the Authority. Sufficient operators have to be trained to supply replacement personnel for employees who are promoted to better positions, who resign, or are terminated. Training replacement operators is a major programme for the present operators are being promoted to foremen and equipment superintendents to assist in the proper supervision of the equipment. The present operators who are not promoted are being given additional training in the maintenance and repair of their equipment to increase its efficiency and work life.

Two-hundred-and-six employees are taking advantage of the personal improvement courses in Amharic, English, Mathematics, book-keeping, typing, shorthand and communication presented in the Authority classrooms. Sixty other employees are enrolled in evening educational courses at colleges with the Authority paying the tuition. This programme is being expanded to offer education to all interested employees who are near educational facilities. Through good personnel planning it is hoped that the employees who receive education at Authority expense can be promoted to

positions which will utilise their new abilities. It is realised however, that some of the people will not stay with the Authority once they receive a better education. The Authority takes the attitude that as long as the person contributes to the advancement of Ethiopia, whether in the Authority or in another organisation, the funds invested in his improvement are well spent.

Economy is a primary objective of all training. This is accomplished by building a road with the personnel and equipment while they are in training. This road when completed will become a part of the highway system of the Ethiopian Empire.

SUMMARY OF TRAINING COMPLETED

October 1959 to September 1960

A. Authority—Conducted Training	No. of Students
1. Aveling — Austin Grader Maintenance 2 days	8
2. Construction Surveying, 1 month	8
3. Etnyre distributors, relay trucks, tanker heaters and rotary brooms, 1½ months	9
4. Ansaldo dozer mechanic, 2 weeks	8
5. Ansaldo dozer operator, 1 month	20
6. General Information course for purchasing men, 3 weeks... ..	2
7. Ansaldo dozer operation course for Engineers, Instructors and foreman, 2 days	6
8. Michigan Operators course, 4 weeks... ..	6
9. A.E.C. Dump Truck, 1 week	40
10. Bros preparator operator, 1 week	2
11. Allis—Chalmers front-end loader operator, 8 weeks	2
12. Lorain Shovel mechanic, 1 week... ..	7
13. Lorain Shovel Operator, Army Personnel, 3 months... ..	9
14. Clark Fork Lift Operator, Army Personnel, 3 months... ..	9
15. Scania Vabis Courier truck operator, 1 week	5
16. Le Tourneau—Dozer Operator, 3 weeks... ..	2
17. Michigan front-end loader mechanic, 1 week	10
18. International Dump Truck Operator, 2 days	4
19. Clerk training, 1 month	1
20. German shovel operator, Public Works Personnel, 2 months	1
21. Trainees from Sudan for general foreman training, 6 months... ..	3
22. Technical School surveying graduates for general foreman training, 6 months... ..	5
23. Graduate Engineers rotational training, 1 year	3
24. Foreman training, 4 months	5
25. Caterpillar D-7, 1 week	5
26. Surveyor training, 1 month... ..	20
27. Driver training, 2 weeks	10

210

During the year 405 Driver applicants were tested out of which 171 have passed.

B. Authority—Conducted Academic Instruction

1. Shorthand Instruction and Improvement Drills	19
2. Mathematics, addition, subtraction, multi- plication	385
3. Amharic, reading and writing	294
4. English Instruction, reading and writing ...	301
5. Book-keeping	13
6. European Typing	27
7. Amharic Typing	11

1,050

C. Authority—Sponsored Training and Instruction.

1. Commercial College Night School, tuition 13 weeks... ..	97
2. University College Night School, tuition 13 weeks... ..	30
3. Engineering College Night School, tuition 13 weeks... ..	26
4. United Nations — Supply Management Course, 12 weeks	8

161

During the year September 1959 to September 1960 a total of 210 employees received formal training and 1211 employees were enrolled in educational courses under Authority sponsorship.

Training Staff

The Training Division of the Imperial Highway Authority is directed by a Training Engineer who reports to the Director of Highways. The Training Engineer is assisted by two European Engineers and a staff of Ethiopian instructors and assistant instructors. The Training Engineer is responsible for developing the overall training programme and for co-ordinating it with the work of the other divisions of the Authority. He works closely with the Chief Engineer and the Administrative Manager to see that the Training Division is supplying the necessary trained personnel to carry on the engineering and administrative functions of the Authority.

The Training Engineer is a member of the staff of the Imperial Highway Authority. He assists in developing personnel policies and administrative practices to encourage employees to assist themselves by taking training and thus being prepared for advancement in the Authority.

The instructors and assistant instructors assigned to the Training Division are divided into five training groups: equipment operation, mechanical training, academic training, engineering training, and administrative training.

All instructors in a group are specialists in one phase of the training. When their services are not needed in

their speciality, they serve as assistant instructors in other courses and are themselves cross-trained in all other phases of the work of the training group. For instance, the motor grader instructor serves as an assistant instructor in the dozer school and while assisting he is expected to learn to operate and maintain the dozer. Through this policy all the instructors in a given training group will soon be qualified in all types of highway work and thus they will be more valuable to the Training Division and to the Imperial Highway Authority.

Instructional Methods

The training is generally of the demonstration, practical exercise type with the student first watching the correct way of performing an operation and then being assigned to do the same operation under the close supervision of an instructor.

Equipment operator training is started two weeks before new equipment is scheduled to arrive in Ethiopia. The students are taught how to grease equipment service air cleaners, change oil, and the principles of equipment operation before the new machines arrive at the training project. After the machines are delivered to the Authority the students are taught maintenance and operation on the machine itself. The machines are then utilised on the training project, under close supervision, until the student has basic knowledge of the operation and maintenance. The new machine and its operator are then transferred to their work assignment.

In all types of training the students and instructors are utilised on actual highway work to reduce the cost of the training programme.

Audio-visual equipment is utilised to help the students fully understand the material. In the courses for operators and mechanics the instruction is in the Amharic (Ethiopian) language. The films and film strips are being equipped with Amharic translations in addition to the English script.

After the students have learned the correct procedures in an organised class they are placed on projects under the supervision of an experienced foreman or operator who continues to check on their progress and assists them with any problems arising in the work.

Training Aids

Training films, film strips, slides, charts, blackboards, and other audio-visual equipment are utilised for as much of the training as possible.

Training Films: All training films are being ordered with a magnetic half track so the script can be placed on film in Amharic in addition to the English script. This can be done with the Bell and Howell Filmsound projector now used by the Authority.

Film Strips: A tape recorder is used in conjunction with the film strips to present the script in the Amharic language.

Slides: Coloured slides are used to explain equipment operation and overhaul. These slides are explained by an instructor in the Amharic language.

Overhead Projector: Training slides using Techni-

fax coloured plastic produced by the Ozalid company will be made for use on the overhead projector.

Opaque Projector: An opaque projector is available for presenting charts and pictures directly out of books.

Technical Literature: English is the second official language of the Ethiopian Empire. The supervisors can read and understand material printed in the English language eliminating the need for translating advanced technical literature into Amharic. However, most of the operators and mechanics do not have an understanding of written English. Therefore, it is necessary to translate operating and maintenance instructions into Amharic. A full time translator is now working on the translations.

Training Facilities

The main Training facilities of the Imperial Highway Authority are located in two places: The Central Compound in Addis Ababa and the Highway Training Centre and Project at Alemgana, 19 kms. from Addis Ababa on the Jimma Road. In addition a mobile training unit is used for presenting courses in the field.

Central Compound

The training facilities in the Central Compound consist of two classrooms used for academic instruction. Two new classrooms and an auditorium are planned in the new wing of the administrative building for the use of the Training Division.

Alemgana Training Centre

Four old buildings adjacent to the Shoa District Compound of the Imperial Highway Authority have been renovated and three new buildings have been constructed for use as a Highway Training Centre. These buildings offer seven classrooms for operator, mechanical, and engineering instruction, an auditorium for movies and group activities, a six stall garage for mechanical repair, and a dormitory equipped to feed and house 60 students.

Mobile Training Unit

A mobile training unit is equipped to facilitate the instruction of personnel in the districts and on the projects. The unit consists of a truck with a special body that can properly transport training equipment for presenting a short course on one of the various subjects offered by the Training Division. The unit is provided with an electric generator and motion picture equipment.

Highway Training Project

A partially constructed road from Alemgana to an unfinished bridge over the Awash River (32 km.) is being rebuilt by the Training Division utilising the men and equipment assigned for instruction. Thus, while the students are learning they contribute to meeting the road construction requirements of the Highway Authority. This project starts at the gate of the Alemgana Training Centre and is part of the planned highway system of the Empire. In the past four years the Training Division has constructed or engineered other projects with student supervisors and operators. These include:

1. Kolfe Police School—construction of sports area and general landscaping.
2. Kolfe area—construction of one kilometer road.
3. Narazeth—construction of 10 kilometers Division.
4. Jubilee Palace construction street and park area.
5. Ambo Road—construction of 4 kilometer street connection.
6. Alemgana District—construction of one kilometer access road.
7. Debre Zeit Airport—construction 2 kilometer taxiway and 280m. runway extension
8. Menz Awarga—rehabilitation of 82 kilometer mountain trail.
9. Bole Airport Road—construction of 4.5 kilometer access road.
10. Estephanos Church—landscaping.
11. Imperial Palace—landscaping.
12. New Highway Building—partial excavation for foundation.
13. Menz Awarga—location survey 90 kilometer roads.

Courses offered by training division

Courses are presented by the Training Division when there is sufficient demand from other divisions of the Authority to train people in any subject. Several courses are presented simultaneously and many are conducted with the assistance of other divisions. The Academic Courses are presented continuously in the Central Compound classroom.

Operator Training

Truck Driver
Bulldozer Operator
Motor Grader Operator
Crusher Operator
Power Shovel Operator
Compressor Operator
Equipment Utilisation
Miscellaneous Equipment Operation

Mechanical Training

Equipment Maintenance
Equipment Inspection and Adjustment
Equipment Repair and Overhaul

Administrative Training

Supervisor Development
Chief Clerk Instruction
Warehouseman Instruction
Parts Books and Requisitions

Engineering Training

Highway Surveying
Highway Design
Highway Materials
Highway Maintenance
Plan Reading and Interpretation
Engineering Students Summer Course
Graduate Engineer Training Course
Highway Engineering Correspondence Course

Academic Training

English
Typing
Shorthand
Book-keeping
Communications
Mathematics
Business English
Amharic

OPERATOR TRAINING

Operators are trained to use new equipment that is being obtained by the Authority to conduct the enlarged betterments programme. Employees of the Authority who have had experience around equipment as helpers are assigned to receive this training. Most of the basic training is conducted at the Alemgana Training Centre with the equipment working on the training project to rehabilitate the Alemgana-Awash Road.

The operators are taught the proper procedure for basic operation, operator adjustments and maintenance. Total training period for new operators is normally six weeks in duration. In addition to courses for new operators, advanced courses in maintenance and adjustments are offered for experienced operators to increase their efficiency and productivity.

MECHANICAL TRAINING

Training is offered to mechanics and supervisors in the proper inspection, maintenance, and adjustment of basic construction equipment. Supervisors are taught the adjustments so they can check their operators and mechanics to see that the equipment is being properly maintained.

Mechanics are also given training in the overhaul of construction equipment. This training is given at the Alemgana Training Centre and the Shoa District Compound of the Imperial Highway Authority.

ADMINISTRATIVE TRAINING

Junior clerks are trained in the duties and responsibilities of a Chief Clerk in a district office. This training is offered at the Alemgana Training Centre with short periods of on-the-job training in Addis Ababa for the clerks to become acquainted with the procedures of the Central Office.

Warehousemen are instructed in parts books reading, requisitioning of parts and familiarity with parts utilised in construction equipment. This training is also offered at the Alemgana Training Centre with a period of on-the-job training in the Central Warehouse to familiarise the men with Central Warehouse procedure.

To perform the highway engineering and administrative work in Ethiopia, the Imperial Highway Authority requires a corps of skilled foremen, superintendents, and engineers who have practical knowledge of road construction, maintenance, and equipment operation and repair. The training Division is continuing every effort to obtain these men.

Superintendents have been developed from the best-educated field personnel available in the Authority or from well-qualified people hired for special training. Many of these men are former chief clerks or warehousemen who have been with the Authority for several

years and are acquainted with the problems of district maintenance operations. These men were given instruction in the operation and maintenance of equipment, the theory of highway construction and maintenance, and experience in the offices and on survey crews. After they completed a year of instruction (depending on their previous experience) they were assigned to construction work or to a maintenance district as a superintendent to assist the engineer in charge of the operations.

Skilled foremen have been developed from the best equipment operators available in the Authority or from Technical School graduates. The foremen were being trained in the operation and maintenance of several different types of equipment such as dozers, graders, shovels, trucks, etc. In addition they were taught basic principles of road construction and maintenance. After they acquired skill with different types of equipment they were assigned as assistant foremen until they gained sufficient experience to operate under the direct supervision of the engineer or superintendent in charge of the work.

Graduate engineers are being obtained as fast as they are available for assignment to the Authority. The engineers are being placed in responsible positions after one year of rotational work assignments.

ENGINEERING TRAINING

Training is conducted at the Alemgana Training Centre for highway surveyor and designer craftsmen. The students utilise the Sabata—Awash River road as a training project which they survey, design and stake during the training period. Thus they contribute to the work of the Authority and at the same time have opportunity to see the road which they have staked constructed by student operators.

A course is given to foremen, supervisors and district engineers in reading and interpreting highway construction plans.

In co-operation with the Materials and Maintenance Departments, courses are given in materials checking and the proper use of materials in maintenance and construction work.

A course is given to foremen and supervisors in the proper maintenance of roads and the utilisation of maintenance equipment.

Authority Conducted Academic Training

The Authority has two classrooms in the Central Compound where academic training is offered for employees working in Addis Ababa. Classes in Amharic, English, Mathematics, Typing, Shorthand, Book-keeping, Business English, Communications and Office Procedures are presented. Each employee is allowed to use two hours a week of work time to attend a class of his choice. In addition classes are offered for four hours after each work day so employees can take additional courses in their own time. These courses have proven to be very well attended and the employees have expressed a desire for more of this type of instruction.

Speed training in typing and shorthand and a course in Business English are offered to secretaries who are employed by the Authority. The two instructors presenting this training are full time Authority employees who

have previous experience as teachers in the school system of Ethiopia.

Correspondence Course Authority Sponsored

Employees are not allowed to take correspondence courses at Authority expense except in exceptional cases where the material is not otherwise available to the man and where he has sufficient educational background to take full advantage of the instructional material.

One experienced Ethiopian engineer is enrolled in the Supervision and Administration Correspondence Course offered by the Department of Agriculture Graduate School, Washington, D.C. This course offers instruction in the management of personnel and organisations.

Authority Sponsored Education

The Imperial Highway Authority encourages employees to enroll in night courses offered by educational institutions in Ethiopia by paying the tuition charges.

Authority employees are enrolled in the following educational institutions in Addis Ababa: The University College Night School, The Engineering College Night School, and the Commercial Night School.

The Training Division has contacted teachers in towns where the authority has district offices to have instruction in Amharic, English, and Mathematics presented to Authority employees in the evening. Training of this type is supported by the Authority through paying the fee of the instructor and purchasing the books for the employees.

Graduate Engineer Training Programme

Graduate engineers hired by the Imperial Highway Authority after September, 1957, are assigned to a one-year training programme to assist them in becoming familiar with the work of the Authority in the shortest period possible. The training consists of on-the-job rotational assignments under the supervision of the Training Engineer. The graduate receives the following training:

1. Central Office—one week.
Familiarisation with the work of the Central Office Staff, Warehouse and Garage.
2. Training Division—one month.
Training in the operations, maintenance and repair of highway construction and maintenance equipment.
3. Construction Project—three months.
Work as a foreman on a highway construction project.
4. Materials Laboratory—one month.
Assist with the field and laboratory testing of highway construction materials.
5. Maintenance District—three months.
Assist with the field and administrative work of a maintenance district.
6. Programming and Planning—two weeks.
Familiarisation with the work of the Programming and Planning Department.

7. Central Warehouse—three days.
Familiarisation with the work of the Equipment Section.
8. Equipment Section—two days.
Familiarisation with the work of the Equipment Section.
9. Survey and Design—three months.
Work in the design office and in the field on a survey crew.
10. Chief Engineer's Office—one week.
Opportunity for the Chief Engineer to become acquainted with the engineer and for the engineer to see the type of work performed by the personnel in this office.
11. Board of Commissioners.
At the first opportunity the engineer will be presented to the Board of Commissioners of the Imperial Highway Authority.

Summer Training for College Students

Many engineering students attending the colleges in Addis Ababa have been employed by the Imperial Highway Authority during the summer months so they have the opportunity to participate in the various activities of the Authority. Selected students have been placed under the Training Division for a three-month summer rotational training programme in the following departments

- Construction — three weeks.
- Laboratory—three weeks.
- Survey —three weeks:
- Drafting — three weeks.

Most of the students showed an interest and ability in highway engineering and they were placed on leave-without-pay in the fall so they could return to college to complete their academic work. After they graduated from the college, they were placed in the one-year graduate Engineer Training Programme.

Training in Co-operation with the Imperial Ethiopian Army

Through a co-operative programme with the Ethiopian Army the Imperial Highway Authority trained army personnel to operate army construction equipment. Training was conducted for:

- 12 Dozer Operators.
- 10 Compressor Operators.
- 20 Dump Truck Drivers.
- 13 Power Shovel Operators.
- 4 Heavy-Duty Truck Drivers.
- 6 Motor Grader Operators.
- 8 Fork Lift Operators.

Under the training agreement the Authority utilised the equipment to perform highway construction work

for a sufficient period of time to compensate for the time and effort utilised to train the army operators. Consequently, this programme did not cost the Authority any cash outlay, in fact the Authority had the temporary use of badly needed construction equipment. Training was conducted on the same equipment for 15 members of the Army.

Training for Sudanese Government

In June 1960 the Sudanese Government in co-operation with U.S. Operations Mission to Sudan (Point 4) sent three secondary school graduates to Ethiopia for a six months general course in highway engineering, supervision, and administration. This course was designed to give the men an introduction into all phases of highway work so they could return to the Sudan with a background that would permit them to work in any branch of the highway organisation. It is planned for other Sudanese students to receive a similar course or if desired by the Sudan specialised courses will be offered in most phases of highway operations.

This training was presented as part of the programme inaugurated by His Imperial Majesty Haile Selassie I to assist other African and neighbouring countries to develop through educational and training assistance. The training was presented without cost to the Sudan, through Point 4 paid additional costs that are a direct cost of the special students such as transportation, per diem, and food costs.

The Sudanese students and five Ethiopian graduates of the Addis Ababa Technical School received training in the following subjects:

- Driver training.
- Location Surveying.
- Construction supervision.
- Equipment operation and maintenance.
- General mechanic instruction.
- Highway design experience.
- Materials laboratory Introduction.
- Photogrammetry utilization.
- Warehouse operation.

DRIVER TRAINING FOR MINISTRY OF EDUCATION AND POINT 4

The driver examination and training facilities are used for periodic refresher courses for Authority drivers and on several occasions other agencies of the Ethiopian Government have requested that their drivers be trained or examined. Drivers are examined on a course which is laid out similar to the course used for the National Truck Rodeo in the United States. This requires a skilled driver to drive forward and backward around a series of obstacles placed in specific geometric arrangements. The drivers are also examined on their knowledge of driving laws and good driving practices. After the initial examinations instruction is presented in all the items.

DRIVER EXAMINATION AND TRAINING

All vehicle drivers seeking employment with the Imperial Highway Authority are examined by the Training Division for driving skill and physical co-ordination. Each applicant is taken to the Training Centre where an American Automobile Association mechanical Driver Evaluator is used to test the individuals field of vision, colour vision, distance judgement, visual acuity and reaction time.

If the individual successfully passes these examinations he is given a driving road test with an Authority truck. If he satisfactorily completes all the required tests he is recommended for employment by the personnel Department.

Driver instruction is given to employees of the Authority who would be of more value to the Authority to one head of a department, several assistant heads of if they could drive a vehicle. Instruction has been given departments, equipment superintendents, and other supervisory personnel. This instruction is given at the Training Centre and on an isolated road near the Central Office.

The student first practices starting the motor and shifting the gears with the engine running, but the transfer case in neutral gear. After he learns proper control of the accelerator while starting the motor and shifting gears the transfer case is placed in low range, to reduce speed, and the student practices driving and backing. When he successfully operates in the training area he is given road training and experience. If requested by the

head of the department the student is assisted in obtaining his driver's license from the Municipality.

Periodically drivers working for the Authority are given an examination and review of driving regulations and driving procedure. This is accomplished during a two day course of instruction. The course is divided as follows:

Half day—Principles of Automotive Mechanics.

Half day—Maintenance Principles and Practice.

Half day—Traffic Rules, and Proper Driving Procedure.

Half day—Driver, Field and Road Tests with Vehicle.

Operator's Certificate

The Training Division issues an Authority Operator's Certificate to all equipment operators. The certificate lists each type of equipment the operator is qualified to use and also lists all accidents which the operator has had with Authority equipment.

Significance

The various branches of the "Highway Profession" offer many an interested person the most varied field of occupation and position.

For young Ethiopians, jobs in Road Building will be available for all the future, with ever increasing expansion and opportunities.

EXHIBIT I

IMPERIAL HIGHWAY AUTHORITY ETHIOPIAN AND ERITREAN PROGRAMMES RECAPITULATION OF INCOME AND EXPENDITURE From March, 1951, to September 11, 1959

	INCOME			EXPENDITURE		
	Local	Loan	Total	Local	Loan	Total
First Highway Programme						
Mar., 1951, to Feb., 1954	25,367,795.60	12,500,000.00	37,867,795.60	22,043,929.45	12,500,000.00	34,543,929.45
Ethiopian Programme	1,139,000.00	—	1,139,000.00	849,946.81	—	849,946.81
Eritrean Programme	26,506,795.60	12,500,000.00	39,006,795.60	22,893,876.26	12,500,000.00	35,393,876.26
Interim Period						
Mar., 1954, to Sept. 10, 1957	33,827,617.41	—	33,827,617.41	32,322,758.69	—	32,322,758.69
Ethiopian Programme	2,933,274.00	—	2,933,274.00	3,100,371.41	—	3,100,371.41
Eritrean Programme	36,760,891.41	—	36,760,891.41	35,423,130.10	—	35,423,130.10
Second Highway Programme 'Part'						
Sept. 11, 1957, to Sept. 11, 1959	19,797,707.00	12,984,350.32	32,782,057.32	23,582,199.11	12,169,709.25	35,751,908.66
Ethiopian Programme	2,112,000.00	—	2,112,000.00	1,883,546.04	—	1,883,546.04
Eritrean Programme	21,909,707.00	12,984,350.32	34,894,057.32	25,465,745.45	12,169,709.25	37,635,454.70
	85,177,394.01	25,484,350.32	110,661,744.33	83,782,751.81	24,669,709.25	108,452,461.06
Total Expenditure			108,452,461.06			
Cash on Hand Sept. 11, 1959			2,209,283.27			

CLASSIFICATION OF EXPENDITURE BY DEPARTMENT

	Reconstruction	Betterment	Survey	Maintenance	Administration	Others	Total
First Highway Programme							
Mar., 1951, to Feb., 1954	14,456,914.56	—	—	8,131,512.13	3,678,065.80	7,977,436.96	34,543,929.45
Ethiopian Programme ...	—	—	—	732,440.16	86,838.66	30,667.99	849,946.81
Eritrean Programme...	—	—	—	—	—	—	—
	14,456,914.56	—	—	9,163,952.29	3,764,904.46	8,008,104.95	35,393,876.26
Interim Period							
Mar., 1954, to Sept. 10, 1957	14,624,930.13	1,376,825.10	674,430.38	12,003,641.70	5,511,891.72	1,868,960.34cr.	32,322,758.69
Ethiopian Programme ...	—	—	—	2,436,837.85	275,882.52	387,651.04	3,100,371.41
Eritrean Programme...	—	—	—	—	—	—	—
	14,624,930.13	1,376,825.10	674,430.38	14,440,479.55	5,787,774.24	1,481,309.30cr.	35,423,130.10
Second Highway Programme 'Part'							
Sept. 11, 1957, to Sept. 11, 1959	2,282,848.32	4,924,728.04	4,374,990.40	10,004,758.68	5,809,698.99	8,354,884.23	35,751,908.66
Ethiopian Programme ...	—	—	—	2,912,056.63	219,976.34	1,248,486.93cr.	1,883,546.04
Eritrean Programme	—	—	—	—	—	—	—
	2,282,848.32	4,924,728.04	4,374,990.40	12,916,815.31	6,029,675.33	7,106,397.30	37,635,454.70
	31,364,693.01	6,301,553.14	5,049,420.78	36,521,247.15	15,582,354.03	13,633,192.95	108,452,461.06

CLASSIFICATION OF EXPENDITURE BY OBJECT

	U.S.B.P.R. Services	Local Labour	Equipment	Material and Other	Contract Work	Total
First Highway Programme						
Mar., 1951, to Feb., 1954	2,609,960.69	6,983,832.58	11,057,698.82	11,126,497.94	2,765,939.42	34,543,929.45
Ethiopian Programme ...	—	434,576.65	38,066.00	360,797.96	16,506.20	849,946.81
Eritrean Programme	—	—	—	—	—	—
	2,609,960.69	7,418,409.23	11,095,764.82	11,487,295.90	2,782,445.62	35,393,876.26
Interim Period						
Mar., 1954, to Sept. 10, 1957	2,070,741.89	11,206,598.30	5,119,488.87	12,184,356.34	1,741,573.29	32,322,758.69
Ethiopian Programme ...	—	1,288,596.19	475,857.22	1,204,988.62	130,929.38	3,100,371.41
Eritrean Programme ...	—	—	—	—	—	—
	2,070,741.89	12,495,194.49	5,595,346.09	13,389,344.96	1,872,502.67	35,423,130.10
Second Highway Programme 'Part'						
Sept. 11, 1957, to Sept. 11, 1959	1,621,120.69	10,005,262.77	7,437,101.79	11,555,227.82	5,133,195.59	35,751,908.66
Ethiopian Programme ...	—	947,903.83	97,007.49	765,619.79	73,014.93	1,883,546.04
Eritrean Programme ...	—	—	—	—	—	—
	1,621,120.69	10,953,166.60	7,534,109.28	12,320,847.61	5,206,210.52	37,635,454.70
	6,301,823.27	30,866,770.32	24,225,220.19	37,197,488.47	9,861,158.81	108,452,461.06

VALUE OF HIGHWAYS TO THE NATION

In 1956, the cost of primitive transport in Ethiopia, i.e. to move freight by donkeys, ox-carts, or on the backs of men, was still rising. The freight rate from Jimma to Magi by truck or mule train was Eth.\$2.40 a ton kilometer. It is interesting to examine how the condition of the road affects the cost of transportation by truck. The cost of hauling freight from Addis Ababa to Assab today is about four Eth. cents per ton km. This is the lowest rate in Ethiopia, and also the best road. If good asphalt were placed as a surface on this road, transportation costs could be reduced to three cents per ton km. The savings alone would pay for the needed improvement.

Roads	Freight cost—1960
Asmara—Addis (Eth. \$) 0.051 per ton Km.	
Dilla—Addis (Eth. \$) 0.058 per ton Km.	
Addis—Jimma (Eth. \$) 0.063 per ton Km.	
Addis—Debre Marcos (Eth. \$) 0.082 per ton Km.	
Lekempti—Gore (Eth. \$) 0.50 per ton Km.	
Jimma—Gore (Eth. \$) 0.65 per ton Km.	
Jimma—Agaro (Eth. \$) 0.70 per ton Km.	
Jimma—Magi (Eth. \$) 1.81 per ton Km.	

The above schedule is an accurate statement of the order of condition of these roads. Nobody benefits by these increasing freight rates. They represent the cost to the freight hauler. The consumer pays materially more than would be necessary with a reasonably improved road system and the producer also gets a lower price for his crops. The cost over and above five cents per ton Kilometer serves no useful purpose whatever. It is wealth destroyed with benefit to no one. The starvation for adequate highway transportation is obvious. The moneys lost through high transportation costs can provide the country with a system of improved highways.

In countries the size of Ethiopia, it can be readily calculated by standard technical methods that there is an immediate need for a properly improved system of about 25,000 Km. of highways. These highways should be built at the earliest possible time. Taking a very low average of only Eth. \$50,000 for a kilometer to be built, this means a total cost of about one and a quarter billion Ethiopian dollars. This, at first glance, seems impossible; but if completed within a period of 10 years,

IMPERIAL HIGHWAY AUTHORITY
ETHIOPIAN PROGRAMME
STATEMENT OF YEARLY INCOME AND EXPENDITURE
From March, 1951, to September, 11 1959

EXHIBIT II

	TOTAL RECEIVED		TOTAL SPENT	
	Local	Loan	Local	Loan
First Highway Programme				
Mar., 1951, to Feb., 1952	7,000,000.00	6,108,049.88	2,599,975.82	6,108,049.88
Tax on Fuel	2,981,266.00	—	—	—
	9,981,266.00	6,108,049.88	2,599,975.82	6,108,049.88
Mar., 1952, to Feb., 1953	2,000,000.00	4,274,895.72	10,076,371.42	4,274,895.72
Tax on Fuel	3,295,099.93	—	—	—
	5,295,099.93	4,274,895.72	10,076,371.42	4,274,895.72
Mar., 1953, to Feb., 1954	4,000,000.00	2,117,054.40	9,367,582.21	2,117,054.40
Tax on Fuel	6,091,429.67	—	—	—
	10,091,429.67	2,117,054.40	9,367,582.21	2,117,054.40
Total 1st Programme				
Cash Balance, 3,323,866.15	25,367,795.60	12,500,000.00	22,043,929.45	12,500,000.00
Interim Period				
Mar., 1954, to Feb., 1955	6,000,000.00	—	7,474,380.44	—
	6,000,000.00	—	7,474,380.44	—
March, 1955, to Feb., 1956	11,200,000.00	—	10,875,002.44	—
Interest	24,500.00	—	—	—
	11,224,500.00	—	10,875,002.44	—
Mar., 1956, to Feb., 1957	8,500,000.00	—	8,457,168.16	—
Interest	35,000.00	—	—	—
D./Zeit	312,517.41	—	—	—
	8,847,517.41	—	8,457,168.16	—
Mar., 1957, to Sept. 10, 1957	7,738,100.00	—	5,516,207.65	—
Interest	17,500.00	—	—	—
	7,755,600.00	—	5,516,207.65	—
Total Interim Period				
Cash Balance, 4,828,724.87	33,827,617.41	—	32,322,758.69	—
Second Highway Programme 'Part'				
Sept. 10, 1957, to Sept. 10, 1958	11,500,000.00	4,216,787.48	12,925,291.84	5,588,451.14
	11,500,000.00	4,216,787.48	12,925,291.84	5,588,451.14
Sept. 10, 1958, to Sept. 10, 1959	6,845,686.00	8,767,562.84	10,656,907.57	6,581,258.11
Koka	1,434,521.00	—	—	—
Interest	17,500.00	—	—	—
	8,297,707.00	8,767,562.84	10,656,907.57	6,581,258.11
Total 2nd Programme 'Part'	19,797,707.00	12,984,350.32	23,582,199.41	12,169,709.25
Grand Total to Sept. 10, 1959 :				
Appropriations	77,151,581.60	—	77,948,887.55	—
I.B.R.D.	—	25,484,350.32	—	24,669,709.25
Other	1,841,538.41	—	—	—
Grand Total	78,993,120.01	25,484,350.32	77,948,887.55	24,669,709.25
	25,484,350.32	—	24,669,709.25	—
Total Received	104,477,470.33	—	102,618,596.80	Total Expenditure
Total Spent	102,618,596.80	—	34,086.04	Less Petty Cash Fund
Balance Cash on Hand	1,858,873.53	—	102,584,510.76	Total Expenditure as per Source and Application of Funds Sept 11, 1959

this would mean an annual construction of 2,500 Kms. of new roads.

Conservative estimates made from incomplete data indicate that the exported production of coffee from the areas affected by the Roads Improvement Programme, can be increased from 54,000 tons valued at Eth. \$80,000,000 to 150,000 tons. With improved methods of processing coffee the cash received for coffee from these regions will increase and, together with the other benefits to be derived from the rapid construction of a complete highway system, will all be available in useful cash to

the people of Ethiopia. This is quite different from primitive transportation which costs great sums of money that are not expended for any useful purpose. The famous proverb says: "You pay for good roads, whether you have them or not."

The Imperial Highway Authority works day and night on the perfection of the existing highway system and on the continuous expansion of it. Safeguarding highways as one of Ethiopia's greatest national assets, the Imperial Highway Authority is contributing its share in the general progress of modern Ethiopia.

CLASSIFICATION OF EXPENDITURE BY DEPARTMENT

IIa

	Reconstruction	Betterment	Maintenance	Survey	Administration	Others	Total
First Highway Programme							
Mar., 1951, to Feb., 1952 ... Tax on Fuel	773,211.41	—	1,049,704.44	—	1,011,584.92	5,873,524.93	8,708,025.70
	773,211.41	—	1,049,704.44	—	1,011,584.92	5,873,524.93	8,708,025.70
Mar., 1952 to Feb., 1953 ... Tax on Fuel	5,214,733.20	—	3,492,416.67	—	1,386,757.08	4,257,360.19	14,351,267.14
	5,214,733.20	—	3,492,416.67	—	1,386,757.08	4,257,360.19	14,351,267.14
Mar., 1953, to Feb., 1954 ... Tax on Fuel	8,468,969.95	—	3,889,391.02	—	1,279,723.80	2,153,448.16cr.	11,484,636.61
	8,468,969.95	—	3,889,391.02	—	1,279,723.80	2,153,448.16cr.	11,484,636.61
Total 1st Programme							
Cash Balance, 3,323,866.15	14,456,914.56	—	8,431,512.13	—	3,678,065.80	7,977,436.96	34,543,929.45
Interim Period							
Mar., 1954, to Feb., 1955 ...	6,053,710.37	—	3,013,417.55	—	1,131,440.61	2,724,188.09cr.	7,474,380.44
	6,053,710.37	—	3,013,417.55	—	1,131,440.61	2,724,188.09cr.	7,474,380.44
Mar., 1955, to Feb., 1956 Interest	4,823,750.54	—	3,759,822.24	—	1,458,034.44	833,395.22	10,875,002.44
	4,823,750.54	—	3,759,822.24	—	1,458,034.44	833,395.22	10,875,002.44
Mar., 1956, to Feb., 1957 ... " " Interest " " D./Zeit	3,096,108.25	143,702.77	3,517,169.54	15,146.34	1,814,869.57	129,828.31cr.	8,457,168.16
	3,096,108.25	143,702.77	3,517,169.54	15,146.34	1,814,869.57	129,828.31cr.	8,457,168.16
Mar., 1957, to Sept. 10, 1957 " " Interest	651,360.97	1,233,122.33	1,713,232.37	659,284.04	1,107,547.10	151,660.84	5,516,207.65
	651,360.97	1,233,122.33	1,713,232.37	659,284.04	1,107,547.10	151,660.84	5,516,207.65
Total Interim Period							
Cash Balance, 4,828,724.87	14,624,930.13	1,376,825.10	12,003,641.70	674,430.38	5,511,891.72	1,868,960.34cr.	32,322,758.69
Second Highway Programme 'Part'							
Sept. 10, 1957, to Sept. 10, 1958	809,883.75	2,458,644.24	3,631,331.75	2,877,687.08	2,538,786.13	6,197,410.03	18,513,742.98
	809,883.75	2,458,644.24	3,631,331.75	2,877,687.08	2,538,786.13	6,197,410.03	18,513,742.98
Sept. 10, 1958, to Sept. 10, 1959 " " Koka " " Interest	1,472,964.57	2,466,083.80	6,373,426.93	1,497,303.32	3,270,912.86	2,157,474.20	17,238,165.68
	1,472,964.57	2,466,083.80	6,373,426.93	1,497,303.32	3,270,912.86	2,157,474.20	17,238,165.68
Total 2nd Programme 'Part'	2,282,848.32	4,924,728.04	10,004,758.68	4,374,990.40	5,809,698.99	8,354,884.23	35,751,908.66
Grand Total to Sept. 10, 1959: Appropriations I.B.R.D. Other							
Grand Total	31,364,693.01	6,301,553.14	30,439,912.51	5,049,420.78	14,999,656.51	14,463,360.85	102,618,596.80

**APPENDIX: PROCLAMATION SETTING UP THE
HIGHWAY AUTHORITY**

PROCLAMATION No. 115 OF 1951

**A Proclamation to provide for the creation of the
Imperial Highway Authority**

**CONQUERING LION OF THE TRIBE OF JUDAH
HAILE SELASSIE I ELECT OF GOD EMPEROR
OF ETHIOPIA**

WHEREAS IT IS Our desire to improve the transportation system of Our Empire and;

WHEREAS, to accomplish this purpose We have accepted the co-operation of the International Bank for Reconstruction and Development, and;

WHEREAS, to facilitate such co-operation it is necessary to reorganise the administration to Our highway development and maintenance programme;

KNOW THEREFORE, in accordance with Article 34 of Our Constitution We approve the resolutions of Our Senate and the Chamber of Deputies and We proclaim as follows:

1. This Proclamation may be cited as the Highway Authority Proclamation, 1950.

2. There is hereby created an autonomous agency of the Imperial Ethiopian Government which shall be known as the Imperial Highway Authority (hereinafter referred to as the Authority). The Authority shall have a Board of Commissioners whose members shall be the Minister of Public Works and Communi-

	U.S.B.P.R. Services	Local Labour	Equipment	Material and Other	Contract Work	Total
First Highway Programme						
Mar., 1951, to Feb., 1952	649,863.84	1,126,925.87	5,154,922.15	1,776,313.84	—	8,708,025.70
	649,863.84	1,126,925.87	5,154,922.15	1,776,313.84	—	8,708,025.70
Mar., 1952, to Feb., 1953... ..	1,003,986.05	2,853,502.33	5,228,474.61	4,096,315.69	1,168,988.46	14,351,267.14
Tax on Fuel	1,003,986.05	2,853,502.33	5,228,474.61	4,096,315.69	1,168,988.46	14,351,267.14
Mar., 1953, to Feb., 1954... ..	956,110.80	3,003,404.38	674,302.06	5,253,868.41	1,596,950.96	11,484,636.61
Tax on Fuel	956,110.80	3,003,404.38	674,302.06	5,253,868.41	1,596,950.96	11,484,636.61
Total 1st Programme	956,110.80	3,003,404.38	674,302.06	5,253,868.41	1,596,950.96	11,484,636.61
Cash Balance, 3,323,866.15	2,609,960.69	6,983,832.58	11,057,698.82	11,126,497.94	2,765,939.42	34,543,929.45
Interim Period						
Mar., 1954, to Feb., 1955... ..	614,476.73	2,674,251.78	1,246,545.20	2,822,601.32	116,505.41	7,474,380.44
	614,476.73	2,674,251.78	1,246,545.20	2,822,601.32	116,505.41	7,474,380.44
Mar., 1955, to Feb., 1956... ..	559,941.14	3,117,685.64	1,932,233.63	4,604,193.85	660,948.18	10,875,002.44
Interest	559,941.14	3,117,685.64	1,932,233.63	4,604,193.85	660,948.18	10,875,002.44
Mar., 1956, to Feb., 1957... ..	604,345.36	3,142,804.11	903,667.66	3,689,165.97	117,185.06	8,457,168.16
Interest	604,345.36	3,142,804.11	903,667.66	3,689,165.97	117,185.06	8,457,168.16
Mar., 1957, to Sept. 10, 1957	291,978.66	2,271,856.77	1,037,042.38	1,068,395.20	846,934.64	5,516,207.65
Interest	291,978.66	2,271,856.77	1,037,042.38	1,068,395.20	846,934.64	5,516,207.65
Total Interim Period	291,978.66	2,271,856.77	1,037,042.38	1,068,395.20	846,934.64	5,516,207.65
Cash Balance, 4,828,724.87	2,070,741.89	11,206,598.30	5,119,488.87	12,184,356.34	1,741,573.29	32,322,758.69
Second Highway Programme 'Part'						
Sept. 10, 1957, to Sept. 10, 1958	678,810.65	4,129,370.11	3,646,473.18	6,936,519.89	3,122,569.15	18,513,742.98
	678,810.65	4,129,370.11	3,646,473.18	6,936,519.89	3,122,569.15	18,513,742.98
Sept. 10, 1958, to Sept. 10, 1959	942,310.04	5,875,892.63	3,790,628.61	4,618,707.93	2,010,626.44	17,238,165.68
Koka Interest	942,310.04	5,875,892.66	3,790,628.61	4,618,707.93	2,010,626.44	17,238,165.68
Total 2nd Programme 'Part'	1,621,120.69	10,005,262.77	7,437,101.79	11,555,227.82	5,133,195.59	35,751,908.66
Grand Total to Sept. 10, 1959						
Appropriations						
I.B.R.D.						
Other						
Grand Total	6,301,823.27	28,195,693.65	23,614,289.48	34,866,082.10	9,640,708.30	102,618,596.80

cations, the Vice-Ministers of Finance and Commerce and Industry, and a Director of Highways who shall be a qualified engineer, and one other member, both of whom shall be appointed by Us. The Minister of Public Works and Communications shall be chairman. A majority of the Commissioners shall constitute a quorum, and the decisions of the Authority shall be taken by a majority of Commissioners present and voting. The Authority shall make its own rules to govern its meetings.

3. The Authority shall have the duty of developing and maintaining the highway system of Our Empire. All functions, duties and authority heretofore performed by the Ministry of Public Works and Communications with respect to the design, construction and maintenance of government highway, roads, bridges, culverts and highway appurtenances are hereby transferred to the

Authority. To the extent that Section 25 of the Ministers (Definition of Powers) Order, 1943 is inconsistent with the provisions of this Proclamation it is hereby modified.

4. The Board of Commissioners have the power to:
 - (a) Negotiate and enter into a contract of employment with the Director of Highways.
 - (b) Receive and consider the reports of the Director of Highways.
 - (c) Decide questions of important policy.
5. The Authority shall have the power to:
 - (a) Enter into contracts on behalf of the Government with either private firms or public authorities, both foreign and domestic, for the

**IMPERIAL HIGHWAY AUTHORITY
ERITREAN PROGRAMME
STATEMENT OF YEARLY INCOME AND EXPENDITURE
From October, 1952, to September 11, 1959**

CLASSIFICATION OF EXPENDITURE BY DEPARTMENT

	Income	Expenditure	Maintenance	Administration	Others	Total
First Highway Programme						
Oct., 1952, to Feb., 1954	1,139,000.00	849,946.81	732,440.16	86,838.66	30,667.99	849,946.81
Interim Period						
Mar., 1954, to Feb., 1955	676,000.00	908,132.29	757,513.52	62,190.71	88,428.06	908,132.29
Mar., 1955, to Feb., 1956	913,274.00	572,189.28	500,458.46	73,571.68	1,840.86cr.	572,189.28
Mar., 1956, to Feb., 1957	576,000.00	884,174.41	648,159.94	76,803.32	159,211.15	884,174.41
Mar., 1957, to Sept. 10, 1957	768,000.00	735,875.43	530,705.93	63,316.81	141,852.69	735,875.43
	2,933,274.00	3,100,371.41	2,436,837.85	275,882.52	387,651.04	3,100,371.41
Second Highway Programme 'Part'						
Sept. 11, 1957, to Sept. 11, 1958	1,056,000.00	1,049,649.00	1,589,824.25	86,825.68	627,000.93cr.	1,049,649.00
Sept. 11, 1958, to Sept. 11, 1959	1,056,000.00	833,897.04	1,322,232.38	133,150.66	621,486.00cr.	833,897.04
	2,112,000.00	1,883,546.04	2,912,056.63	219,976.34	1,248,486.93cr.	1,883,546.04
Grand Total	6,184,274.00	5,833,864.26	6,081,334.64	582,697.52	830,167.90cr.	5,833,864.26
Total Expenditure	5,833,864.26					373.84p/c
Cash on Hand Sept. 11, 1959	350,409.74					5,833,490.42

CLASSIFICATION OF EXPENDITURE BY OBJECT

	Local Labour	Equipment	Materials and Other	Contract Work	Total
First Highway Programme					
Oct., 1952, to Feb., 1954	434,576.65	38,066.00	360,797.96	16,506.20	849,946.81
Interim Period					
Mar., 1954, to Feb., 1955	364,431.99	115,866.52	294,654.40	133,179.38	908,132.29
Mar., 1955, to Feb., 1956	291,437.80	95,648.95	187,352.53	2,250.00cr.	572,189.28
Mar., 1956, to Feb., 1957	388,524.26	27,782.80	467,867.35	—	884,174.41
Mar., 1957, to Sept. 10, 1957	244,202.14	236,558.95	255,114.34	—	735,875.43
	1,288,596.19	475,857.22	1,204,988.62	130,929.38	3,100,371.41
Second Highway Programme 'Part'					
Sept. 11, 1957, to Sept. 11, 1958	532,637.39	49,642.83	394,376.35	72,992.43	1,049,649.00
Sept. 11, 1958, to Sept. 11, 1959	415,266.44	47,364.66	371,243.44	22.50	833,897.04
	947,903.83	97,007.49	765,619.79	73,014.93	1,883,546.04
Grand Total	2,671,076.67	610,930.71	2,331,406.37	220,450.51	5,833,864.26
Total Expenditure					373.84
Total Expenditure as per Source and Application of Funds					5,833,490.42

purpose of carrying out the provisions of this proclamation.

(b) To receive, hold, deposit with a bank and expend such moneys as shall be available to it by this or any other laws or by transfer from Our Treasury.

(c) To act as agent of the Imperial Government for the purpose of drawing funds made available by lending institutions for highway development expenditure.

(d) Take by eminent domain any privately owned lands for public use and fix the compensation for any buildings, crops, vegetation or other fixtures on the land so taken.

(e) Require the transfer to it any officers, employees, equipment of supplies now assigned to or held by the Ministry of Public Works and communications.

(f) Use any lands in the state domain for the construction of workshops, buildings or roads.

- (g) Regulate the safe use of the highway to protect them from abuse or destruction and to issue regulations and orders for these purposes and to carry out the provisions of this Proclamation.

6. The functions, duties and authority of the Director of Highways shall be as follows:

- (a) He shall be the head executive of the Authority and shall direct its management and operations.
- (b) He shall employ and discharge all personnel and dispose of their services, and, in accordance with general policies determined by the Board fix salaries, wages and allowances of individual employees.
- (c) He shall exercise all powers vested in the Highway Authority, provided however, that he shall make a summary report quarterly to the Board of Commissioners with respect to the activities of the Authority. He shall also make an annual report which shall contain a statement of the receipts and expenditures of the Authority audited by persons appointed by the Board of Commissioners.
- (d) He shall keep the Board of Commissioners informed of important matters concerning activities of the Authority.
- (e) He may delegate his authority to such of his assistants or other employees as he may deem proper for the efficient management of the business of the Authority.

7. Section 5 of the Annual Highway Expenditure Proclamation 1949, is hereby amended to read as follows:

"5. The special account established by Section 2 of this proclamation shall be payable to the order of the Highway Authority."

8. Sections 6, 7, 8, and 9 of the Annual Highway Expenditure Proclamation 1949, are hereby repealed. Any provisions of any proclamation, order or legal notice contrary to the provisions of this Proclamation are hereby repealed.

9. There shall be included in the annual budget for the years 1951, 1952, 1953 the sum of two million Ethiopian dollars for use and expenditure by the Authority in performing its function as provided herein. The inclusion of such budgeted amounts in annual appropriation proclamations is hereby authorised.

10. The right of the Authority to enter upon or take by eminent domain any privately owned lands pursuant to Section 5 (d) of this Proclamation, shall not be subject to review or approval by any court. Any person having an interest in any land so taken may bring an action against the Authority in the provincial courts of the province in the High Court to review the fairness of the compensation fixed by the Authority for the buildings, vegetation or other fixtures on such lands or the allocation of such compensation between the respective persons having an interest in such land.

11. All operations of the Authority including the importation of all or any supplies, equipment or material used in connection therewith shall be exempt from all taxes, duties and customs of the Imperial Ethiopian Government or any sub-division, Ministry or Department thereof.

12. This Proclamation shall be effective on the 26th January 1951.

Done at Addis Ababa, this 26th day of January, 1951.

TSAHAFFE TEZAZ WELDE GUIORGUIS

Minister of the Pen.

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STATE BANK OF ETHIOPIA

An Estimate of the Population of Ethiopia

I

Mesfin W. Mariam, an Ethiopian geographer.

In 1961 Ethiopia, one of the oldest countries in the world, is still a mystery—a mystery not only to outsiders but also to her own people. Anyone who will attempt a serious and scientific study of anything Ethiopian will definitely be confronted with confusing and contradictory data that exist both in outside and inside sources. In general, accurate information is utterly lacking while there are abundant travellers' tales. There are various reasons for this. In the first place there is the obvious fact that the country is mountainous, broken by numerous rivers, and gashed by gorges. Consequently, transportation and communication have always been difficult. Even now a good part of the country is not accessible by motor transport. Secondly, human and cultural complexity invalidate any generalisation from limited observation. It is not far from the truth to say that most of the contradictions about Ethiopia arise from too hasty conclusions and generalisations. There is also, generally, the reluctance of the Ethiopian to give specific information. This Ethiopian attitude is backed by the saying: "One who does not suspect will be annihilated." This attitude is a major obstacle to the field investigator who does not have enough time to familiarise himself and win the confidence of his informants. The third, and perhaps the most important reason, is the lack of Ethiopian social scientists interested in research. In most cases interest in research is completely lacking, but in some it is due to financial difficulties. There is hardly any doubt that the Ethiopian social scientist can make a more effective and valuable study of any thing human or cultural about Ethiopia than a foreigner. One hopes that in the near future there will be many Ethiopian social scientists who will contribute to dispel all confusions and contradictions about Ethiopia.

The population of Ethiopia, like everything else Ethiopian, has always been a mystery. The complete absence of factual data so far has made the population of Ethiopia anybody's wild guess. Almost none has sufficient basis to be raised to a status of an estimate. The various guesses range from five to 25 million. Usually those people who have travelled extensively in the country guess the population to be 20 million or more. Others often rely on the so-called "Italian estimate." But it seems surprising that those who rely on Italian sources do not realise that there is not only one

"Italian estimate," but several. In the "*Guida dell'Africa Orientale*," where the population of Ethiopia, including Eritrea and Somali, is given as $7\frac{1}{2}$ million in 1938, there is also a reference to the *Statesmen's Yearbook* estimate of $5\frac{1}{2}$ million, to the *Gotha Almanack's* estimate of 12 million and an estimate by Taverna and Zervos of 15 million. The *Enciclopedia Practica Bompiani*, published in 1938, gives the population of Ethiopia, including Eritrea, as 12 million. The *Annuario dell'Africa Italiana*, published in 1939, gives the population of Ethiopia, together with Eritrea and Somalia, as 7 million. In 1960 Professor Ullendorf wrote that about 17 million was "excessive," and that "10-12 million inhabitants for the whole of the Ethiopian Empire appears to have met with fairly general acceptance." What is interesting in these high-sounding guesses is that they have hardly changed since 1938. Is it possible for the population of Ethiopia to have remained without substantial increase for almost a quarter of a century? One only hopes that people do not take Gibbon's phrase "the Ethiopians slept" too literally!

According to the *Demographic Yearbook* of the United Nations, published in 1958, the population of Kenya has increased by about 20 per cent. from 1946 to 1957. The ex-Italian trusteeship of Somalia had a population increase of 40 per cent. from 1947 to 1957. The population of Ghana increased by 33 per cent. from 1949 to 1958. In the face of such facts showing population growth in areas where the geographical conditions are not more favourable than those of Ethiopia, it seems groundless to maintain more or less the same guesses from 1938 to 1960 in the case of the population of Ethiopia.

Moreover, it is not always suspected that the Italian estimates may have been made deliberately low in order to justify the Fascist doctrine of aggressive expansion. After all, Ethiopia was only, to use Mussolini's words, "a wretched plot of ground in the African sun." Such "a wretched plot of ground" could not be expected to hold a large population. One must seriously consider such distortions and inconsistencies before accepting the Italian "estimates" at face value on the ground that the Italians know the country well. Knowledge does not necessarily guarantee truthfulness.

Consequently, as far as the outside world is concerned, the population of Ethiopia has been somewhere between seven and 15 million for the last 22 years. Any interested person may take his choice from the various guesses or may even venture another guess. Any one of these guesses may either be accepted or rejected, but it cannot be challenged simply because it has no basis.



Scattered settlement.

We must also consider the official estimates made by the Ethiopian Government. These estimates are essentially based on the "estimates" of the "tchiga shums," or village chiefs, who it must be noted, are mostly illiterate, and do not have any idea of their purpose. For them 100 is a very big number, and 1,000 is the ultimate number. Actual count by these village chiefs is difficult to effect simply because they themselves are victims of the general superstitious belief that to count people will bring bad luck to them. These and other reasons suggest that the village chiefs might not over-estimate, but on the contrary, might underestimate the population of their areas. Nevertheless, the "estimate" of the total population based on the "estimates" of the village chiefs will look fantastically exaggerated compared with the guesses of foreign "experts." Consequently the Government has been shy about its own more reliable "estimates." For instance, in the *Guide Book of Ethiopia*, published by the Chamber of Commerce and Industry in 1953, the population of the Empire is given as almost 17 million. The Election Board estimate in 1957 was slightly more than 18 million. In 1958 the *Economic Handbook of Ethiopia*, published by the Ministry of Commerce and Industry took a step back. We are told in this book that 61.5 per cent. of the total sub-districts have turned in "estimates," the total of which was about 14 million. The *Five Year Development Plan*, published in 1957 gives the total population of the country in that year as almost 20 million, and almost 18 million in 1950.

Such is the confusion and contradiction that prevail about the population of Ethiopia.

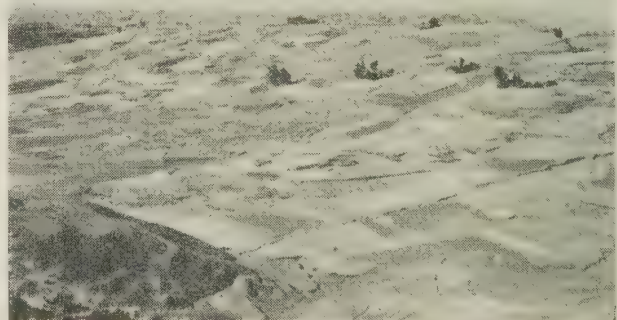
It is not the purpose of this articles to discuss the importance of accurate and detailed population data to a country, especially to a developing country. However, one cannot but regret the fact that we have been slow to realise the value of this vital information. That the lack of accurate information on the size, structure and distribution of population will adversely affect economic, educational, social and administrative plan-

ning is beyond any doubt. It is, therefore, surprising that the Five Year Development Plan does not make any provision for an attempt to fill the gap by making this vital information available. An inventory of Ethiopia's resources of which population is the most important, should have had prior consideration. Could the community development projects and land resettlement plans of the Ministry of Social Welfare and the educational development plans of the Ministry of Education, as well as other similar projects be carried out most effectively without accurate information of the age-sex structure, distribution, density, birth and death rates of the population? Whether for the immediate concern of the lives of the people, or for the remote concern of the future generation of Ethiopians, the study of the population is, indeed, vital. As the Woytinskys, in their outstanding work, *World Population and Production Trends and Outlooks*, say:

"A survey of the assets of a nation, a geographic region or the world as a whole, is not complete without an analysis of the available labour force, and its utilisation. Indeed of all the factors that govern the distribution of economic and political power in the world, the human factor is by far the most important. Such physical assets as fertile soil, favourable climate, sea, rivers and mineral deposits, are of course vital for the well-being and growth of a nation. But the geographical environment is only the bare stage for the drama of history—men are the actors, and they also provide the stage with the props required by the play."

It is, of course, too much to say that the geographic environment is "only the bare stage," but that is beside the point. Nevertheless the study of population is of vital importance. More than ever before, the need for such vital information is very pressing.

Until the Government take steps to fulfil this need, it may be useful to attempt an estimate which will be more rational than the ones so far made, based on some scanty but fairly accurate information available. If I succeed in dispelling even some of the baseless notions about the subject the article will have served its purpose.



Erosion.

II

I realised the importance of collecting population data in 1957, when I was in the Mapping and Geographical Institute, a joint Ethiopian-United States project. I had then developed a plan of making some demographic study of every province and cover the Empire within a period of two years. Unfortunately the plan was received with cold shoulders by my Point Four colleagues who thought it would be a complete failure. I insisted on trying it. It was carried out without any professional support from our professional advisers, and proved to be a 100 per cent. success. Shortly after, I left the Institute and the plan died an unnatural death. The present estimate mostly makes use of the demographic data that I caused to be collected when in the Mapping and Geographical Institute.

The following are the facts on which I based my estimate:

1. We have a reasonably accurate population data by age and sex for towns and villages with a total population of over 22,000. From the age and sex analysis of this figure the following facts emerge:

(a) People below the age of 21 make up 46 per cent. of the total population enumerated.

(b) People over 60 years old make up 4% of the total population enumerated.

(c) Therefore, people between 21-60 years old make up 50% of the total population enumerated. Slightly more than half of these are women. It follows then, that men from 21 to 60 years make up slightly less than 25% of the total population enumerated.

2. We also have the number of people registered to vote in each province in the general election of 1957. The total number of people registered to vote was about 3.5 million. However, it will be well to remember that

(a) There were only 1,286 voting centres. Considering the total area of Ethiopia (about 1,200,000 sq. kms.) and the difficulty and sometimes lack of transportation and communication, this number is evidently too small.

(b) It was the first general election, and the whole idea of election and registration was totally foreign and new in Ethiopia.

(c) Those registered to vote were 21 years or over.

(d) Women, though they have constitutional rights, hardly participated, especially outside the big cities.

(e) The registration took place between April and June, before the beginning of the rainy season, generally a very busy season for farmers who comprise more than 90% of the population.

By combining these two sets of facts, it is possible to arrive at a reasonable estimate of the population



Lack of space: a double storey to be built.

of Ethiopia. To do so, I have made the following generalisations and assumptions on the basis of the above sets of facts and some other inquiries.

1. In the whole of Ethiopia the age group below 21 years makes up 46% of the total population.

2. The age group above 60 years makes up 4% of the total population.

3. Of the remaining 50% of the total population, half, i.e. 25% of the total population are women between the ages of 21 and 60.

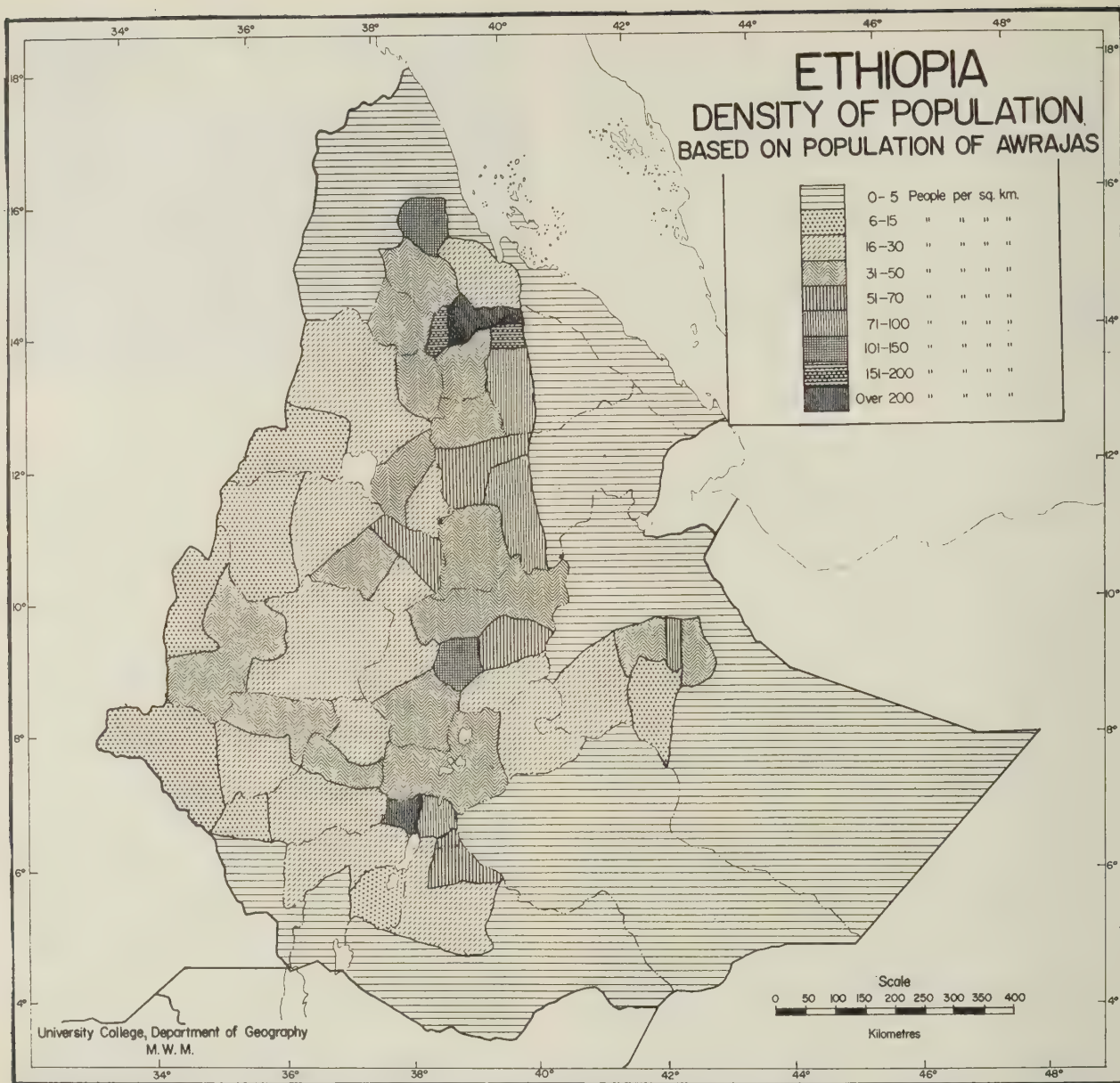
4. It is assumed that all the above, making a total of 75% did not register to vote.

5. Furthermore, of the remaining 25% of the total population, which is made of eligible males, it is assumed that for reasons of health, transportation and communications difficulties, lack of interest, etc., two fifths did not register.

6. Finally, we are left with 15% of the total population or 30% of those 21 to 60 years old who registered to vote.

It may be worthwhile to check this final conclusion with certain relevant points.

The number of people registered in Addis Ababa may be taken as an indication that the above final assumption is not unreasonable. Although the Municipality has taken some sort of census of Addis Ababa and found the population to be very close to 400,000 in 1950, now, ten years later, the official population has hardly changed. At the extremely low annual rate of increase of 3%, the population of Addis Ababa in 1957 would be about 500,000. But only 128,000 people registered to vote; this is about 26% of the total population, or about 51% of those 21-60 years of age. Then, if in Addis Ababa, the capital, where facilities of transportation and communication, as well as education, are much more readily available, and where political consciousness is more developed, only 51% of the eligible population registered, will it be unreasonable to assume that in the provinces where the existence of all kinds of facilities is much less than half that of



Addis Ababa, only 30% of the eligible population registered to vote? Even in Great Britain, in the General Election of 1955, only about 68% of the electorate voted.

On the other hand, however, I am quite aware of the fact that my calculation is open to various reasonable criticisms. Needless to say, for instance, the factors that have prompted people to register are not everywhere the same. In some parts of the country the people may be more socially or politically conscious than in others; in some authority or respect for authority may be felt more than in others; the publicity given to the registration may vary greatly from place to place. To

attempt to consider local factors in different provinces, although to a certain extent possible, would have been too presumptuous. I am also fully aware of the weakness of my other basis of generalisation—the population data of only 14 towns and villages. Moreover, these are concentrated mostly in two provinces and financial means did not permit me to make sample studies in every province. I have for instance, sufficient evidence to believe that in some provinces the age group below 21 years could be more than 46% of the total population. In neighbouring Sudan 43% of the population is **under 15 years**, and the average for Africa as a whole is 40%. More study in various parts of the

III

Province	No. people reg'd. reg'd.	Estimated Pop. 1957	Estimated Pop. 1960
1. Tigre	438,809	2,925,393	3,104,451
2. Wello	416,543	2,776,953	2,946,924
3. Shewa	369,582	2,463,880	2,614,689
4. Wellega	337,288	2,248,587	2,386,218
5. Sidamo	316,976	2,113,173	2,242,515
6. Beghemdir ...	300,375	2,002,500	2,125,069
7. Hararghé ...	217,418	1,449,453	1,540,211
8. Eritrea	248,478	1,656,520	1,757,912
9. Gojjam	200,000	1,333,333	1,414,944
10. Arusi	154,550	1,030,333	1,092,565
11. Illubabor ...	150,000	1,000,000	1,061,208
12. Kefa	123,941	826,273	876,836
13. Ghemu Gofa ...	79,685	531,233	563,749
14. Bale	50,000	333,333	353,736
	3,403,645	22,690,964	24,081,027
Addis Ababa	127,896	500,000	500,000
	3,531,541	23,190,964	24,581,027

This estimate of a total population of more than 24 million for the whole of Ethiopia may seem a very gross exaggeration to those who are used to the blind guesses of numerous writers. But, as was suggested earlier, those who know the country very well would think this figure to be not far from the truth. The most important factor that caused many travellers on motorable roads to underestimate the population of Ethiopia is, no doubt, the very scattered settlement pattern. These people see the lack of compact and dense settlements, but what they fail to notice is the frequency of the scattered settlements. Neither do they inquire about the number of people in each little hut.

It must be borne in mind that the registration for election took place in 1957, more than three years ago. The present estimate is essentially for that year. The Ethiopian Five Year Development plan assumes the population of Ethiopia to be 19.8 million in 1957, and that it will grow at an annual rate of increase of 1.6%, to 22.6 million in 1966. (During the same period the population of the Sudan will grow from about 10.5 million to about 14 million at the rate of 3.3% per year!) The Five Year Plan's estimate for 1966 is about the same as the present estimate for 1957; this is a very wide difference. Nevertheless, the annual rate of increase of 1.6% seems to be very low. When we consider the annual rate of increases of the Sudan (3.3%), of the Africans of the Union of S. Africa (3.2%), of Ruanda-Urundi (3.4%), of the Africans of Southern Rhodesia (2.9%), of the Africans of Northern Rhodesia (2.5%), of Guinea (2%), and of Tanganyika (1.9%), the rate of growth of 1.6% per year seems to be low for Ethiopia. In the present calculation the annual rate of increase of 2% is assumed for Ethiopia.

At present it is difficult to determine the growth rate. However, we do have some data which may give us some hints. The percentage of babies one year and below varies from 4.2% in the towns to 5.1% in the

villages; i.e. 42 and 51 per 1,000 of population respectively. The average will be about 47 babies per 1,000 of population. Now if we were to consider these as births for that particular year, the actual births of course will be much more, it will not be very far from the average for Africa which is 45 according to the U.N.'s *Demographic Yearbook* of 1958. According to the same source the death rate for Africa as a whole is 27, and if we assume this death rate to be true in Ethiopia, then the annual rate of increase will be 2%. It cannot be less. The investigations of two students in two different areas have a completely different story to tell. The crude birth rates in the two areas were 60 and 62 per 1,000 respectively. The crude death rates were 20 and 31 per 1,000 respectively. Consequently the annual rate of increase in these areas was 4% and 3.1% respectively. We may rest assured, then, that the annual rate of increase of 2% assumed in this article is not too much. One must not also lose sight of the fact that the last 20 years are perhaps the most peaceful period in Ethiopia's history, and certainly the most prosperous one.

IV

The density of population deserves some attention. The total area of Ethiopia is about 1,184,320 sq. kms. or 118,432,000 hectares. Take the population to be 24 million, the crude density will be about 20 persons per sq. km. But this is obviously very misleading. It will be more worthwhile and we shall certainly get a better idea of the man-land relationship if we consider the density per unit of productive land. The difficulty here is the varying estimates of the productive land. We should, for instance, take note of the following two estimates, one of F.A.O., and the other of the Five Year Development Plan:

	FAO Hectares	%	U.S. Dep. of Agr. %	Five-year Plan Hectares	%
Permanent meadows and pastures	58,725,000	49.59	49.8	47,180,000	39.83
Cultivated ...	11,486,000	9.70	9.5	7,820,000	6.6
Potentially productive ...	8,648,000	7.3	6.9	—	—
Forested ...	4,214,000	3.56	3.6	30,385,000	25.65
Wasteland ...	35,359,000	29.86	30.2	33,047,000	27.9
Total area ...	118,432,000	101.01	100.1	118,432,000	99.98

The widest difference between the two estimates of the land use in Ethiopia is the forested land (no doubt including woodland), which, according to Ethiopian source, occupies 25.6% of the total area of the country, whereas according to F.A.O. and the U.S. Department of Agriculture, occupies only about 3.6%. Again according to F.A.O. and the U.S. Department of Agriculture, meadows and pasture constitute half the total area of Ethiopia. Consequently according to these two sources, more than two-thirds of the country is actually or potentially productive.

This is very improbable. A glance at a rainfall map of the country shows that more than one-third of it receives less than 500 mm. of rainfall a year. This same

area has also a very high average annual temperature so that a good part of that meagre rainfall is lost by evaporation. Then, of course, there are other negative areas: the most important lakes alone occupy an area of about 742,000 hectares; there are swamps, rugged areas with steep slopes, and rocky areas with practically no soil. Under what techniques, then, could about two-thirds of the country be considered productive? Certainly not by Ethiopian methods of farming.

The forested area may be underestimated by F.A.O. and the U.S. Department of Agriculture. A paper by W. E. M. Logan, published in 1946 by the Imperial Forestry Institute, states that the area of only the "closed forests", represents about 5% of the total area of the highlands. Dr. H. F. Mooney, Forestry Adviser, states that the percentage of forest in Ethiopia is "probably about 9% or approximately one million sq. kms., exclusive of bush and shrub land, which accounts for another 25% (or 295,000 sq. kms.) of the total land area". We can go on citing more estimates by more experts, but we will still not know the truth; we will only be confused.

Let us settle with the F.A.O. estimates. On this basis then, the theoretical share of every Ethiopian would be as follows:

1. 0.48 hectares, or about 1.19 acres of cultivated land.
2. 2.45 hectares, or 6.05 acres of permanent meadow and pasture.
3. 0.36 hectares, or 0.89 acres of potentially productive land.
4. 0.18 hectares, or 0.45 acres of forest.
5. 1.47 hectares, or 3.63 acres of wasteland.
6. 4.94 hectares, or 12.21 acres of total land.

If one takes into consideration the general primitive methods of farming, these figures are not at all high. On the contrary, it is quite apparent that there is hardly any room for complacency and uneconomical use of land. The productive land is constantly being diminished by the destruction of forests, unwise cultivation practices, erosion, and by the slow but gradual extension of the arid regions, as well as by the rapid expansion of urban settlements.

In the northern parts of Ethiopia the ordinary farmer who has about one acre of cultivable land is relatively better off than most of his neighbours. In this part of the country the pressure of population on the land is clearly manifested by the widespread destruction of forests within the last 20 years and the considerable reduction of livestock because of shortage and in some cases lack of grazing land. The shortage of land deeply affects even the time-honoured socio-religious institution of marriage: one does not marry for love, children or even for satisfying the sexual urge. One marries to acquire more land. A man, probably in his early forties told me that he was married six times, each time hoping his father-in-law would die so that his wife would add her share of the land to his. His more fortunate elder brother lost (he would not use that last word, of course) his father-in-law

early and was richer for it, and has reason to stay with the same wife for over 25 years.

Studies made by two different persons can, perhaps, throw some light on the density of population and on the man-land relationship. D. R. Buxton¹ studied an area of 102 square miles around Debre Birhan from 1946 to 1948. Excluding the town of Debre Birhan he estimates the population to be about 15,000 the density of population in different parts of the area varying from 116 to 240 per square mile, "a high average by African standards." He further adds that "as a very rough estimate I think that about 15-20 per cent. of the area is under cultivation in any one year, which would indicate an average per family of something like four acres." However, this figure of four acres per family "does not include fallow land which, once regrown with grass, cannot be distinguished at a glance from permanent pasture." The average size of a family, he notes, is about five to six persons.

The following paragraph is worth quoting in full:

"It has already been said that the population of the area is greater than at first sight appears. The small, stone-built huts are inconspicuous objects, especially as they are seldom massed together to form a village but are widely scattered in small groups. Moreover the motor road follows for the most part an exposed tract which carries less than the normal population. Travellers driving through, therefore, carry away a false impression: they can see little of the more populated areas. . . ."

The second is Clark Brook² who studied the rural settlement of Gende Hogale, 20 miles north of Harar. This study is more limited, more detailed and more specific than that of Buxton. Brook states that "in 1953 Gende Hogale had a population of 138 (68 males and 70 females)." It is again best to quote the following whole paragraph:

"The total population (138) of the settlement is only one more than the total acreage (137), including homestead and rough pasture. The average acreage of cropped land (within the settlement) per landholder is about 4.5 acres. Nearly all the 29 land holders are heads of families (about five persons per family). Although all heads of families have land, their holdings differ in size. The headman in the village held 13 acres. Three men farmed only two acres each. The mode (10 farmers) was about four acres. Most holdings are fragmented. However in this densely populated region, nine of the cultivators of Gende Hogale have supplementary holdings outside the settlement, some as far as several miles from the village, though no persons living in other settlements farm Gende Hogale land. It is estimated that the average for each holding is about 2.5 acres. If these holdings are included, the adjusted man-land ratio is about 1.2 acres of cultivated land per person, or six acres per family."

¹ The Shoa Plateau and its People: An Essay in Local Geography, *The Geographical Journal*, CXIV 4-6, October-December, 1949, pp. 157-172.

² *The Geographical Review*, Jan. 1959, pp. 58-75.

(Continued on next page)

The Ethiopian Population and Economic Planning

Being an account of the analysis and assumptions employed by the Planning Board in framing Ethiopia's first Five Year Plan

The number of the total population is the most elementary demograph data. Without it there is no possibility to ascertain the labour reserve that a country could mobilise for its economic development. Also, without it, relations between population and cultivated or available agricultural area, natural resources, etc., could not be known. It is needed further for all estimates of income per head, possible saving, consumption per head, etc.

For that reason it is necessary in the absence of a census of population to examine all available population estimates. We had to choose a method for computing the total number of population on the basis of available data in order to get the most adequate one. The total number of population obtained in that way has to be quite naturally taken with great reserve. But it is correct to presuppose that it is nearer to the truth than any other estimate.

We should not ignore, however, the great importance of a well-organised census of population which has to be carried out in the near future and which is only able to obtain reliable data on population.

For computing the total number of the population we have taken four sets of data as shown in Table 1.

1. The Gotha Almanack. This source is quoted in the Italian guide book published in 1938. The total number of the populaion in 1932 is estimated at 12,000,000 inhabitants (excluding Eritrea). If we increase that

number by 1.5 per cent. per year, and add the population of Eritrea (1,200,000) we get 16,700,000 inhabitants in 1956.

2. Taverna a Zervos. This source, also mentioned in Italian guide book, gives an estimate of 15,000,000 inhabitants in 1932. This figure also excludes Eritrea. If we compute by the same method we get about 22,000,000 inhabitants in 1956.

3. Estimation published in U.N. Demographic Year Book in 1951: 15,000,000 for Ethiopia and 1,000,000 for Eritrea. These figures refer to 1950. If we apply the same rate of increase as above we get 17,600,000 inhabitants in 1956.

4. Estimate calculated on the basis of data of Ministry of Interior.

The Ministry of Interior has data for 349 sub-districts out of 1,095, i.e. 32.0 per cent. of the total. Applying the average number of population per sub-district to all sub-districts we obtain the the figure of 20,468,000 inhabitants. If we add Eritrea (1,200,000) and Addis Ababa (440,000) we obtain 22,108,000 inhabitants.

According to the information obtained in the Ministry of Interior the data for sub-districts where the census was carried out have also to be taken with reserve. This census was carried out over the last 10 years and in the meantime certain administrative changes were also carried out. The quality of data by sub-districts is also unknown. These remarks also, as the fact, that only one-third of sub-districts is covered by census, which, of course, reduces the value of number of population derived on that basis.

Estimate of the total number of population in Ethiopia according to various sources

Indication of source estimate	Year of estimate	Estimated total number of population		Estimate for 1956
(a) Gotha Almanack*	1932	12,000,000	16,700,000	
(b) Taverna and Zervos*	1932	15,000,000	22,200,000	
(c) Estimate published in U.N. Demographic Year Book, 1951	1950	16,100,000	17,600,000	
(d) Estimate calculated on the basis of data of Ministry of Interior			22,100,000	
(e) Estimate used as the basis for the Five Year Plan				19,500,000

* According to Italian publications (excluding Eritrea for 1932)

(Continued from preceding page)

It is important to know that in Gende Hogale "except for the village area and the graveyards, nearly all the land of the settlement is cultivated."

We can readily see that the facts, fragmentary and insufficient as they may be, suggest something completely different from the prevalent notions about the population and land resources of Ethiopia. Only very few people know some of these facts, but the "false impressions" and the travellers' tales are constantly repeated and multiplied. Census returns in Uganda, Kenya, Sudan, and many other parts of the world have shown that the actual populations are much bigger than the estimates. Some day, I am firmly convinced, it will be seen that the population of Ethiopia has always been very grossly underestimated.

THE ETHIOPIAN POPULATION AND ECONOMIC PLANNING.—

ESTIMATE OF THE TOTAL POPULATION ON THE BASIS OF DATA SUPPLIED BY THE MINISTRY OF INTERIOR

Province	Number of sub-districts covered by census	Number of uncovered sub-districts	Total number of sub-districts	Number of population in sub-districts covered by census	Estimated number of population in remaining sub-districts	Estimated number of population population	Total area km. ²	Density of population per square kilometre
1	2	3	4	5	6	7	8	9
1. Shoa	84	70	154	1,540	1,316	2,856	51	56·0
2. Arussi	48	5	53	769	94	863	52	16·5
3. Ilubabor	46	2	48	430	38	468	40	11·8
4. Kaffa-Jimma	20	33	53	146	620	766	37	20·7
5. Harar	65	27	92	1,216	508	1,724	327	5·3
6. Sidamo	11	40	51	106	752	858	94	9·1
7. Wollo	43	130	173	1,530	2,444	3,974	84	47·3
8. Wollega	22	62	84	793	1,166	1,959	60	32·6
9. Begemder	10	115	125	42	2,026	2,068	60	34·4
10. Gojam	—	101	101	—	1,899	1,899	60	31·6
11. Tigre	—	137	137	—	2,576	2,576	41	62·8
12. Gomu-Goffa	—	24	24	—	451	451	37	12·1
TOTAL	349	746	1,095	6,572	13,890	20,468	942	21·7

Birth and death rates, and annual increase in population.

The birth and death rates and their consequences—the net increase of population—are of special importance for planning economic development. The net rate of increase of population represents that minimal rate of increase in national income which has to be attained by any country if it wishes to prevent a decrease in income per head of population. Also, the net increase of population is the basis for calculating the minimal amount of capital required for investments in order to maintain the existing capital per head of population and the minimal rate of saving required for that purpose.

Population trends are usually functions of attained level of economic development. Agricultural and under-developed countries in general tend to have both high birth rates (up to 45 per 1,000 inhabitants) and high death rates (up to 30 per 1,000 inhabitants). As industrialisation has proceeded, the birth and death rates have been decreasing. For instance, the process of industrialisation in England has been followed by the following population trends:

Death rate per 1,000 inhabitants	
1740	30-35
1800	27
1860	22
1930	12-13

Birth rate per 1,000 inhabitants	
1740-1840	35-37
1880	35
1930	15

The characteristics of most countries in the first stages of development is a steady fall in the death rate as a consequence of the improving standard of living and better health conditions. The birth rate also decreases as a result of urbanisation, the urban way of life and the greater cost of bringing up and educating children; but the decrease lags behind that of mortality. The result is that there is a greater rate of net increase in the first stages of development. In this respect one may refer to the very illuminating example of Yugoslavia, which has witnessed the following trends:

(per 1,000 inhabitants)				
	Birth rate	Death rate	Increase	
1924	35	20	1.50
1931	32	17	1.50
1954	28	10.4	1.76

In the ten post-war years, as a result of very rapid industrialisation, extensive sanitary measures and education, there was a drastic fall in the death rate. It has to be kept in mind that to reduce the total mortality it is important to decrease infant mortality, which constitutes a large share of the total death rate in under-developed countries.

In Ethiopia there are no estimates of birth or death rates. It is not possible however to elaborate a programme of economic development without knowing or presuming some principal population trends. Therefore it is necessary regardless of assumptions concerning the accuracy of the data to accept certain estimates of the birth and death rates, as well as of the rate of population increase.

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A NEW HISTORY OF ETHIOPIA

The Red Sea and "the Land of Punt" in Ancient Times

Indian Trade

The Periplus of the Eritrean Sea

The Adulis Inscriptions

The Inscriptions of Ezana

Aksumite Currency

The Conversion to Christianity

The Christian Topography

Aksumite Control of South Arabia

The Rise of Islam

The Decline of Aksum, Gudit and the Zagwe

The Solomonic Restoration

The Realm of Prester John in the Middle Ages

European Christendom and the Ottoman Turks

Ahmad Grañ and the Portuguese

The Galla Wars

The Later Portuguese

The Expulsion of the Jesuits

The Establishment of Gondar and the Decline of the Monarchy

The Geography and Frontiers of the Realm

Government, Administration and Justice

The Seclusion of the Royal Family

The Absence of a Fixed Capital and the Organisation of the Court

Population and Towns

The Establishment of Gondar

The Army

The Effects of Warfare



State Revenues, Taxation and Crown Lands

Church Property in Land

Church Schools

Food and Drink

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The Peasant's Difficulties

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"Franks" and Other Foreigners

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The Ports and Foreign Trade

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Appendices

List of Aksumite Kings who issued coins

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Chinese Coins found in East Africa

The Hapshis of India

Ibrahim Hannibal, Ancestor of Alexander Pushkin

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The following estimates are made mostly on the basis of analysing population trends in other under-developed countries, taking into account to greatest possible extent the specific conditions prevailing in Ethiopia—and by employing method of analogy.

The birth rates in countries in first stages of development range from 35 to 45 per 1,000 inhabitants. It is probable that a reasonable birth rate for Ethiopia would be about 42 per 1,000 inhabitants. In so far as the death rate is concerned it ranges in under-developed countries between 20 and 30 per 1,000 inhabitants. For African countries data is available only for Egypt, which had a death rate in 1926-30 of 26.2 per 1,000 inhabitants. In relation to this figure Ethiopia may be presumed to have a death rate of 27 per 1,000 inhabitants. For economic planning the birth and death rates are not so important as their relationship, which determines the rate of population increase. Taking into account the rate of increase in some other countries which are more or less comparable to Ethiopia, a net increase of population of 1.5 per cent. may be assumed. That rate may be considered a very high one.

Industrialised countries usually have a rate below 1 per cent.: England, 1940, 0.80 per cent.; France, 1939, 0.90 per cent.; Germany, 1940, 0.98 per cent.; Sweden, 1940, 0.78 per cent.; Belgium, 1939, 0.86 per cent.; Switzerland, 1940, 0.79 per cent.; U.S.A., 1940, 1.02 per cent.

Asian countries have also, as a rule, a rate of increase of less than 1 per cent. East and South Europe, as well as Latin America, have, on the other hand, a high rate of increase.

Rates of increase in African countries have been moving in the following way:

	South African countries	North African countries	Central and East African countries
1920-30	2.2	1.5	1.3
1930-39	1.9	1.7	1.3
1939-49	1.6	1.9	1.2

It is expected that after 1961 economic and social progress in Ethiopia would make it possible to decrease the death rate from 27 to 26, thus causing the net increase in the population to rise from 1.5 per cent. to 1.6 per cent.

The position in various countries may be seen in the table in the next column.

Age Structure

The population's age structure is significant from the standpoint of the national economy, because it is one of the most important determinants of the potential productivity of the total population. In other words, the potential productivity of the population is greater, the greater the share of its working population, which is usually taken as being composed of people between the ages of 15 and 60 years.

Estimated birth and death rates and rate of population increase in Ethiopia and data for some other countries*

Country	Period	Birth rate per 1,000	Death rate per 1,000	Annual increase of population in per cent.
Ethiopia ..	1957-61 ..	42	27	1.5
Ethiopia ..	1962-66 ..	42	26	1.6
Egypt	1926-30 ..	44.3	26.2	1.81
India	1911-13 ..	38.6	29.9	0.87
Russia	1905-09 ..	45.5	29.4	1.61
Rumania ..	1911-13 ..	42.6	24.7	1.79
Poland	1911-13 ..	37.8	21.7	1.61
Bulgaria ..	1911-25 ..	29	20.8	1.82
Yugoslavia .	1926-30 ..	34.2	20	1.42
Yugoslavia .	1934 ..	32	17	1.5
Yugoslavia .	1954 ..	28	10.4	1.76
Italy	1905-09 ..	32.6	21.7	1.09
England ..	1926-39 ..	17.3	12.3	0.49

* U.N. Demographic Year Book, 1951

For instance, the potential productivity of the population is obviously greater in England, where it accounts for 71.7 per cent., than in Algeria, where it accounts for only 56 per cent. Difference in age structure alone accounts for a 28.6 per cent. difference in productivity per head as between England and Algeria. The national income per head is also greater in England than in Algeria because of the larger proportion of producers. The influence of age structure on productive capacity and national income is thus quite obvious. The unfavourable age structure typical of under-developed countries has other negative consequences. Assuming that conditions in all countries are the same, the country with the lower proportion of working population will have a lower rate of saving. Assuming further that England has the same productivity, income and consumption per head as Algeria, and that England saves 23 per cent. of its national income, Algeria will only be able to save 2 per cent. However, such drastic differences in savings between developed and under-developed countries do not exist in practice because it is quite natural that low income per head goes hand in hand with low consumption.

In the absence of data for Ethiopia the methods of analogy may be applied, taking into account specific conditions.

The percentage of the population below 15 years mainly depends on the birth rate. In countries in the first stage of development with high birth rates there is usually a large proportion of young persons. It ranges from 30 per cent. to 40 per cent., as compared with only 15 per cent. to 20 per cent. in industrialised countries.

It seems reasonable to assume that the proportion of the population below 15 years amounts to 35 per cent. in Ethiopia. We also assume a high birth rate. It is therefore likely that the population over 60 years may be about 8 per cent. In Southern Rhodesia it is 8.7 per cent., in Gold Coast 5.4 per cent., and in Turkey 6.2 per cent. On the basis of the above-mentioned data we may assume that the proportion of population of working age in Ethiopia amounts to about 57 per cent.

(Continued on next page)

Nineteenth and Early Twentieth Century Population Guesses

By Dr. RICHARD PANKHURST

Though no population count let alone census has ever been attempted in Ethiopia nineteenth or early twentieth century visitors and travellers made several interesting guesses at the population of the country as a whole as well as for certain provinces. A number of estimates were also made for the size of the average family and for the number of inhabitants per house.

Though such guesses and estimates were based on only the slenderest of evidence and must, therefore, be

treated with the utmost caution, it may be interesting to glance at the opinions of past writers.

The first population guesses were made for Shoa in the 1840's. The British envoy Captain Cornwallis Harris put the Christian population of that province at one million and the Muslim and pagan population, much of which was to be found in Ifat, at $1\frac{1}{2}$ million.¹ At about the same time the missionary J. L. Krapf estimated that King Sahle Sellassie's subjects, including the Gallas of the south, at upwards of a million,² while the French envoy Rochet d'Hericourt asserted that they numbered about a million and a half.³

A decade or so later several visitors to the Emperor Theodore's court offered guesses on the population of some of the northern provinces. The British traveller Henry Dufton claimed that the lands under the Emperor's sway were inhabited by less than four millions,⁴ while Theodore's captive Dr. Henry Blanc shortly afterwards put the population of this area at nearly three million.⁵ As far as the provinces were concerned we must turn to the writings of the foreign missionaries. Giuglielmo Massaia gave the population of Kaffa as 400,000 and that of Jimma Kaka at 150,000,⁶ while J. M. Flad and H. A. Stern estimated the number of Falashas, or Jews, at 200,000 and 250,000 respectively.⁷

Several guesses were also made during the time of the Emperor Yohannes. The British traveller A. E. de Cosson asserted that the population of the three provinces of Tigre, Amhara and Shoa had together a population of about four million, a figure which was more or less accepted a little later by the French traveller Gabriel Simon who claimed that the Ethiopian Empire had a population of four or five millions.⁸ On the other hand the German, Gerhard Rohlfs, impressed by the depopulation resulting from warfare with the Egyptians, expressed the view that the population of Tigre and Amhara was not more than one and a half millions, though he thought it possible that it had been more before and would soon rise again.⁹

A. B. Wylde, sometime British Vice-Consul for the Red Sea, though not himself making any estimate, affords interesting comment on the above figures. He argued that travellers tended consistently to underestimate the size of the Ethiopian population. "There can be no doubt," he argued, "that the country carries a much larger population than most travellers give it, as the most populous districts are not along the main road."¹⁰

The Ethiopian Population and Economic Planning

(Continued from preceding page)

However, it may be questioned whether it is correct to take the same limit of 60 years for the working population in tropical and sub-tropical regions, as is taken for moderate climate regions. If it is considered necessary to decrease the age limit for the working population to 56 years the proportion of people of working age would drop to 54.5 per cent.

The position in this respect may be illustrated in the following table :

Estimated age structure in Ethiopia compared with data for some other countries*

	Pro- portion of popu- lation below 15 years	Pro- portion of popu- lation over 60 years	Pro- portion of popu- lation (15-60 years)	Pro- portion of popu- lation (15-55 years)**
Ethiopia	35	8	57	54.5**
Algeria	39.2	4.8	56	
Ghana	36.6	5.4	58	
Southern Rhodesia .	27.4	8.7	63.9	
Turkey	39.6	6.2	54.2	
Yugoslavia	32.2	8.9	58.9	
France	15.2	16.6	69.2	
England	15.5	11.8	71.7	
U.S.A.	20.1	11.7	69.2	

* U.N. Demographic Year Book, 1951.

** The proportion of population between 55 and 60 years is assumed to be 3.5 per cent.

Menelik's reunification of the Empire had meanwhile greatly increased its population thereby rendering obsolete all earlier estimates. The Emperor's Swiss adviser Alfred Ilg, who was fairly well acquainted with matters of State put the population of the realm at the turn of the century at about 10 million. The Frenchman, Leon Chefneux, who was also prominent at Court, devoted some attention to obtaining a more accurate estimate than was then available, but we do not know the figure at which he arrived. However, his compatriot, Hugues Le Roux, a notable publicist of Ethiopian affairs may well have relied on information received from him when he put the population at from nine to 12 millions. Emphasising the absence of any real basis for judgement Chefneux nonetheless claimed that this rather vague estimate was supported by the amount of taxation obtained from the various provinces. The French Duchesne-Fournet mission, which travelled widely in the country between 1901 and 1903, was also interested in demographic questions and suggested that the population was about 12 million.¹¹

Menelik's Georgian physician, Dr. Mérab was inclined to accept Ilg's estimate of 10 million as probably about correct for the turn of the century, but took the view that by 1909 the population was likely to be more than 11 million, though many Ethiopians, he said, spoke of 16 or even 20 millions. For his own part he ridiculed the suggestion of some Europeans who put the population at no more than five or six millions. Such estimates, he claimed, were two or three quarters of a century old and made no allowance for population growth. Bearing in mind that the country had by then enjoyed a quarter of a century of peace but had been attacked by a number of epidemics of smallpox and cholera, he himself put the annual rate of increase at 200,000 or about two per cent.¹²

After consultation with what he terms "the most competent" authorities he attempted the first population estimate on provincial basis. According to the guesses he put forward there were perhaps four million Gallas, at all events not more than five million, of whom almost two million lived in the Harar and Arussi areas; 1,200,000 Shoans or perhaps rather less, one million Tigres or possibly slightly less, a million Amharas or if anything a little more, 600,000 or more Gojams, 400,000 or more people of Wollo, the same number of Shangellas and Beni Shanguls combined, 350,000 Gurages, a little less than 300,000 Dankalis and Somalis together, less than 250,000 Kaffas and Enfillos together, some 200,000 people of the Walamo and Gafa group, rather more than 100,000 Jinjiros and Kambattas combined, and perhaps 300,000 members of an assorted group, including Falashas, Witus, Kamants and Agaus.¹³

Mérab's estimates of a population of 11 millions in 1909 and of an increase of 200,000 people, or two per cent. is interesting in that it suggests that the population should have reached at least 20 million by 1935 and over 21 millions by 1961—a figure which curiously enough corresponds pretty closely to the estimate given in the first Ethiopian *Five Year Development Plan*.

Writers of the 1920's and 1930's, however, failed to make any allowance for population growth and there-

fore tended to contemplate Ethiopian demographic history in almost completely static terms. In 1924 the Phelps Stokes mission set the tone for some later writers by stating in the vaguest possible manner that the population was anything between four and ten millions "or even more," while in the next few years the Englishman, Charles Rey, suggested that the population was probably eight to nine millions, the Swiss, George Montandon that it was nine million, the American, Hermann Norden, that it was not more than ten million, the Frenchman, Marcel Griaule, that it was about ten million, the Englishman, Captain E. J. Bartleet and the Swede, General Virgin, that it was 10 to 12 millions, and the German, Max Grühl, that it was 12 to 14 millions. These observers in the main had little knowledge or interest in the size of the population of the various provinces and few of them refer to the matter. There are, however, exceptions. Montandon estimated that the Amharas and Gallas each numbered about three million, that the Kamatic and Shangella peoples each constituted about a million, and the Dankalis and Somalis the same amount together. Norden asserted that the Amharas numbered three to four millions and the Gallas five millions, while his compatriot, James E. Baum, put the population of Gojam at two million.¹⁵

Reporters who came to Ethiopia in the 1930's to cover the "dispute" with Italy or who wrote about it at second-hand gave similar estimates, the size of which tended to reflect the author's political sympathies, pro-Italian writers quoting lower and pro-Ethiopian higher figures. General Fuller put the population at seven to ten millions, Ladislav Farago and Comyn Platt at ten million, William Makin at anything between eight and 15 million with 10 million as a "safe" guess, and Stuart Emery of the *News Chronicle* at probably 12 million.¹⁶

The Italo-Ethiopian war set the final stage for the drama of population estimates, for the invader, anxious to maximise his claim to a place in the African sun, ruthlessly cut the figures for the country the whole area of which he could not even garrison. The Fascist "new look" can be seen in the Italian Tourist Guide Book of 1938 which quotes the population of the whole of Italian East Africa, i.e., of Eritrea and Somalia as well as Ethiopia, at only 7½ millions, composed, we are told, of 2,400,000 Amharas, including Agaus and Begas, 2,350,000 Gallas, 1,400,000 Somalis, 200,000 Sidamas, 150,000 Afar-Sahos, one million Negroes and 100,000 Asians and Europeans.¹⁷

The political content of population guesses was later learnt to their cost by the British authorities in Eritrea: they discovered that when they asked the inhabitants demographic questions with a view to fixing taxes the estimates tended miraculously to fall, but when they asked the same question in the course of arranging the sugar and textile ration they equally miraculously shot up.

In 1960 the Ethiopian Government Planning Board, relying on data from the Ministry of the Interior and other calculations elsewhere discussed, put forward the following estimates of the size of population and the percentage annual rate of increase.¹⁸

Year	Size of population	Annual rate of increase
1950	17,800,000	1.5
1954	18,900,000	1.5
1956	19,500,000	1.5
1957	19,800,000	1.5
1961	21,000,000	1.5
1966	22,600,000	1.6

The latest estimates, it will be seen, are in much closer alignment to those of Dr. Mérab and other observers of the Menelik period—if allowance is made for population increase—than those dashed off by journalistic writers and Fascist propagandists of the 1930's. It is, however, on these more recent "sources" that so many writers still tend to rely.

Nineteenth and early twentieth century writers have left interesting evidence on other demographic questions, particularly on the typical age of marriage and the birth rate. If due allowance be made for the unscientific basis of such estimates, the insufficient samples upon which they were made and the reluctance of villagers to give accurate details of their private life, such data may be worthy of discussion.

The traditional age of marriage in Ethiopia was definitely low. In the first half of the nineteenth century Henry Salt gave the typical age as 14 for boys, and 10, 11 or 12 for girls, while Samuel Gobat stated that the average age of either sex was 18 and 14 years respectively. In the middle of the century Mansfield Parkyns claimed to have seen brides of only eight or nine years. All three observers were referring to Tigre and the northern provinces. In the second half of the century Antonio Cecchi observed that a usual age for marriage in Shoa was 16 to 18 for boys and 14 to 22 for girls. At the turn of the century the Duchesne-Fournet mission referred to girls frequently being married at the age of 12 while Ilg and Mérab both cited cases of girls being married as early as 8, 10 or 12. In the 1930's Makin mentioned girls getting married at 13 or 14 while Virgin noted that 12 to 14 was quite normal, a girl being often "on the shelf" by 17.¹⁹

Considerable regional variations undoubtedly occurred. Thus Richard Burton stated in the first half of the nineteenth century that the Somalis married between the ages of 15 and 20, while half a century later Douglas Jardine observed that "very few Somalis can afford to maintain one wife" and Le Roux noted that an Issa had said to a missionary: "How do you wish one to marry a woman and put a child into the world if one has not prepared the way for the infant by burying another man in the earth. Water is strictly limited for the people of this country: if they increase too much they will die of thirst."²⁰

Stern, writing of the middle of the nineteenth century, says that marriage was relatively late among the Falashas: males married between the ages of 20 and 30, and females between 15 and 20. Flad, on the other hand put the age of marriage at between 16 and 20 for boys and nine and 15 for girls, while Jacques Faitlovitch claimed

that most marriages in the early twentieth century took place between 18 and 20.²¹

Grühl, also writing of the twentieth century, says that in Kaffa girls were usually wedded between 12 and 15 and men not until they were about 30.²²

Marriages, however, were by no means permanent, for although those carried out in the church were entirely so, secular ones could be dissolved more or less at will.²³ Cecci states that in the 1880's he had met a 27-year-old girl in Shoa who had been married 15 or 16 times, while Massaia confirmed that divorce was exceedingly common. He says that he knew many people who had divorced five or six wives and that in one village in Shoa no less than 12 marriages out of 15 had broken up. In the 1920's Rosita Forbes learned of girls of 12 to 15 who had been married several times, while MacCreagh agreed that changes of partner were frequent.²³

Enlightened sovereigns realised the advantage of marriage reform but were powerless to achieve any rapid change in traditional practice. In his early reforming period the Emperor Theodore (1855-1868) expressed himself in favour of strengthening monogamy, and, refusing to take concubines, ordered his soldiers to follow his example.²⁴ Later in the century the Empress Taitu, consort of the Emperor Menelik II (1889-1914), is on record as saying to Mrs. Pease, the wife of an English sportsman who visited the country: "Your way of marrying is better than ours; you are allowed to see each other before you marry, and even when you are engaged you may meet; that is unheard of in our country."²⁵ In the following century steps were taken by the Emperor Haile Sellassie, prior to the Italian war, to encourage the more stable type of marriage required by the Ethiopian church.²⁶

Traditionally the birth-rate was almost certainly low. The German naturalist Eduard Rüppell, writing of Tigre and Begemder in the 1830's, expressed the view that a typical house would contain no more than six to seven inhabitants, while the British Consul, Walter Plowden, stated a decade later that sterility was common, occasioned partly by child marriages and partly by venereal disease. Barrenness, he declared, was "somewhat more frequent" in Amhara than in Tigre on account of freer sexual intercourse; the women of the latter provinces being "less irregular" were in consequence "far more prolific."²⁷

At the end of the century A. B. Wylde stated that the average house in Tigre had over five inhabitants, while the Frenchman, Paul de Lauribar said that the normal family in the northern provinces had no more than four or five children, a figure which he attributed to a high infant mortality resulting from early marriage.²⁸

Dr. Mérab, always an interesting commentator, discussed the question of the size of the average family in the early twentieth century, confirming that the effective birth rate was fairly low he offered a tentative figure of five children per family for the country as a whole, adding that it was probably as little as four in the northern provinces of Tigre, Gojam and Shoa, but

as much as six among the Gallas. Childless marriages, he remarked, were surprisingly frequent, especially in the north. There was, he thought, perhaps 15% or 20% sterility among women in Ethiopia as compared with about 10% in early twentieth century Europe. Like several earlier writers he attributed this partly to early marriage and partly to syphilis and gonorrhoea which he said were especially serious among women as they seldom received modern treatment.²⁹

The above picture was more or less confirmed by other observers, among them the doctors attached to the Italian commercial agencies at Dessie and Gondar prior to World War I.³⁰

Later writers shared the above impressions. Forbes, for example, was of the opinion that infant mortality was so high that families with more than three or four children were rare, while the Phelps Stokes mission, Charles Rey and the English resident, Fan. C. Duncley,

all agreed that families were generally small and mortality high.³¹

Traditional Ethiopian medicine, which always included a goodly amount of magic, inevitably devoted much attention to sterility which was thus recognised as a real problem. The book of remedies of an Ethiopian *debtera* published by the French scholar Marcel Griaule contains several characteristic cures. In one a virgin boy was supposed to cut the leaves of the plant *yayis joro* (?) seven times in seven different places; the leaves thus collected had to be crushed and mixed with the seeds of the *talba* or linen plant (*Linum usitatissimum*) and pure honey, the mixture being then taken orally by the woman for seven days. A second cure stipulated that a boy with his face turned towards the East should cut the roots of the plant *yayis arag* (?) after saying his prayers to the Virgin Mary. The root was then ground and boiled with lentils and water; *chat* (*Catha edulis*), honey and butter were then added to

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various portions, some of which were eaten by the wife and others by her husband. A third cure consisted of the woman eating the womb of a goat with a mixture of ordinary and holy oil, while a fourth required the woman patient to wear an amulet containing the roots of the *zarch ambay* (*Solanum campylacanthum* ?), the *che freg* (?), the *yaset gast* (*Asparagus miti*), the *tult* (*Rumex steudelii*) and the *taddo* (*Rhamnus staddo*).³²

Many other treatments were practised. According to Plowden, who wrote in the middle of the nineteenth century, many people believed that certain parts of the wild boar were efficacious against barrenness, while Jules Borelli Guillaume Lejean, Dr. Mérah and other observers tell how sterile women would visit holy waters or go on pilgrimages to holy places, such as Mount Zaquala. Other cures mentioned by Mérah included the purge *endod* (*Pircunia abyssinica*) and the spleen of the raven.³³

Little is known about the practice of abortion in the olden days, though the French scientific mission says it was common, and carried out with the aid of a medicine made from the fruit of the *indahulla* and the *aneotch*. Merab, writing half-a-century later, gives it as his opinion that a certain amount of abortion occurred, and that many persons did not consider it immoral as they held that the unborn child did not exist until a considerable time after conception—the period in question being thought by some to last for 40 days, by others for 3 months, and by others again for 4½ months. The methods employed, according to Mérah consisted of: (1) drinking a handful of seeds such as *tukur asmut* or *habba suda*, i.e. black sesame (*Nigella sativa*), or *senafich* or mustard (*Brassica nigra*) in a goblet of melted butter; (2) massage; and (3) fumigation with a plant called *toseñ* (*Micromeria ovata* or *Sarieta montana*), the use of which Mérah considered quite illusory.

Another method which is referred to in the Entoto *deberta's* notebook consisted in grilling unripe barley which was then ground and made into a portion with water, and drunk.³⁴

The development of modern medicine and the introduction of public health measures of every kind—which are outside the scope of the present article—have in recent times been steadily transforming the demographic picture of traditional Ethiopia which is therefore becoming increasingly of purely historic interest.

¹ C. W. Harris, *The Highlands of Aethiopia*, 1844, Vol. III, p. 28.

² J. L. Krapf, *Travels, Researches and Missionary Labours*, 1860, p. 35.

³ C. E. X. Rochet d'Hericourt, *Voyage sur la côte orientale de la Mer Rouge*, 1841, p. 269.

⁴ H. Dufton, *Narrative of a Journey Through Abyssinia*, 1867 p. 114.

⁵ H. Blanc, *A Narrative of Captivity in Abyssinia*, 1868, p. 8.

⁶ G. Massaia, *I miei trenta cinque anni di missione nell' alta Etiopia*, 1885-95. Vol. V, p. 126, Vol. VI, p. 4.

⁷ J. M. Flad, *The Falashas (Jews) of Abyssinia*, 1860, p. 14; H. A. Stern, *Wanderings Among the Falashas*, 1862, pp. iv, 194.

⁸ A. E. de Cosson, *The Cradle of the Blue Nile*, 1877, Vol. I, p. 219; G. Simon, *Voyage en Abyssinie*, 1885, p. 279.

⁹ G. Rohlf, *Meine Mission nach Abyssinien*, 1883, p. 171.

¹⁰ A. B. Wylde, *Modern Abyssinia*, 1901, p. 304.

¹¹ Docteur Mérah, *Impressions d'Ethiopie*, Vol. I, p. 332; J. Duchesne-Fournet, *Mission en Ethiopie*, Vol. I, p. 237; H. Le Roux, *Ménélik et Nous*, 1902, pp. 118-9.

¹² Mérah, op. cit. Vol. II, p. 196.

¹³ Ibid, Vol. I, pp. 333-4.

¹⁴ Imperial Ethiopian Government, *Five Year Development Plan, 1957-1961*, p. 158.

¹⁵ T. J. Jones, *Education in East Africa, 1924*; C. Rey, *In the Country of the Blue Nile*, 1927, p. 206; G. Montandon, *L'Esclavage en Abyssinie*, 1923, p. 8; M. Griaule, *Le Travail en Abyssinie*, 1931, p. 5; E. J. Bartleet, *In the Land of Sheba*, 1934, p. 4; General Virgin, *The Abyssinia I Knew*, 1936, p. 17; M. Grühl, *The Citadel of Ethiopia*, 1932, p. 12; J. E. Baum, *Savage Abyssinia*, 1928, p. 191.

¹⁶ L. Farago, *Abyssinia on the Eve*, 1935, p. 45; Idem., *Abyssinian Stop Press*, 1936, pp. 13, 193; T. Comyn-Platt, *The Abyssinian Storm*, 1935, p. 45; W. J. Makin, *War Over Ethiopia*, p. 132.

¹⁷ Guida d'Italia della Consociazione Turistica Italiana, *Africa Orientale Italiana*, 1938, p. 82.

¹⁸ *Five Year Development Plan*, p. 158.

¹⁹ G. Valentia, *Voyages and Travels*, 1811, Vol. II, p. 484; S. Gobat, *Journal of Three Years' Residence in Abyssinia*, 1834, pp. 314-5; M. Parkyns, *Life in Abyssinia*, 1853, Vol. II, p. 38; A. Cecchi, *Da Zeila alle frontiere del Caffa*, 1886-7, Vol. II, pp. 313-4; Duchesne-Fournet, op. cit., Vol. II, p. 342; A. Pease, *Travel and Sport*, 1902, Vol. II, p. 87; Mérah, *Médecins et Médecine en Ethiopie*, 1912, pp. 169-73; Makin, op. cit., p. 145; Virgin, op. cit., p. 67.

²⁰ R. Burton, *First Footsteps in East Africa*, 1893, Vol. I, p. 84; D. Jardine, *The Mad Mullah of Somaliland*, 1923, p. 29; Le Roux, op. cit., p. 84.

²¹ Stern, op. cit., p. 187; Flad, op. cit., pp. 58-9; J. Faitlovitch, *The Falashas*, 1920, p. 13.

²² Grühl, op. cit., p. 230.

²³ N. Marein, *The Ethiopian Empire: federation and laws*, 1955, pp. 160-6.

²⁴ Cecchi, op. cit., Vol. I pp. 313-4; Massaia, Vol. II, p. 133; Vol. VII, p. 39; Vol. X, pp. 141-2. Vide also H. Rassam, *Narrative of the British Mission to Theodore*, 1869, Vol. II, p. 216; C. Michel, *Mission de Bonchemps*, 1900, p. 479; Duchesne-Fournet, op. cit., Vol. II, p. 344; R. Forbes, *From Red Sea to Blue Nile*, 1925, p. 86; G. MacCreagh, *The Last of Free Africa*, 1928, pp. 332-3.

²⁵ Dufton, op. cit., pp. 141-2; Krapf, op. cit., pp. 443, 452; Rassam, op. cit., Vol. II, p. 217.

²⁶ Pease, op. cit., Vol III, p. 87.

²⁷ G. L. Steer, *Caesar in Abyssinia*, 1936, p. 70.

²⁸ E. Rüppell, *Reise in Abyssinien*, 1838-40, Vol. II, p. 82; W. Plowden, *Travels in Abyssinia and the Galla Country*, 1868, p. 144.

²⁹ Wylde, op. cit., p. 333; P. de Lauribar, *Douze ans en Abyssinie*, 1898, p. 112.

³⁰ Docteur Mérah, *Médecines et Médecine en Ethiopie*, pp. 169-73.

³¹ Drs. Brielli, Calo and Bevilacqua, *Note di Patologia Etiopica*, 1913, pp. 14, 69-70.

³² Forbes, op. cit., p. 86; Jones, p. 322; C. Rey, *The Real Abyssinia*, 1924, p. 45; F. C. Duncley, p. 48.

³³ M. Griaule, *Le Livre de recettes d'un dabbara Abyssin*, 1930, pp. 117-9.

³⁴ Plowden, op. cit., p. 113; G. Lejean, *Voyage en Abyssinie*.

³⁵ T. Lefebure and others, *Voyage en Abyssinie*, 1845-9, Vol. II, p. 369; Mérah, op. cit., pp. 170-1; Griaule, op. cit., p. 116.

The Chronicle of the Emperor Zara Yaqob (1434—1468)

Ethiopia, as is well known, possesses a rich store of historical literature, dating back with various degrees of authenticity for thousands of years.

In this issue "Ethiopia Observer" is pleased to publish a full translation of the Chronicle of Zara Yaqob, an Ethiopian sovereign who ruled exactly five centuries ago. The translation, which is the work of Louis Haber, preserves the spirit of the original and gives us an interesting glimpse into Ethiopia half a millennium ago. In it we read of the problems of the day: the persecution of idolators; the reorganisation of the government; the rebellion of Mahiko, ruler of Hadya; the erection of a new palace at Debra Berhan; the appointment of soldiers; the war against Arwe Badlay; and other important events.

The chronicle is divided into two parts, a general survey of the reign, followed by a brief recapitulation of the main events.

The original manuscript was written in Geez during the reign of Lebra Dengel (1508-1540), and copies of it are to be found in the British Museum (Add MSS. 821) and the Bibliothèque Nationale in Paris, being described in the catalogues of Ethiopic manuscripts prepared by Wright, Zotenberg and d'Abbadie. The work was later published with a French translation by Jules Perruchon in 1893.

This is the first translation ever to appear in English.

In the name of the Trinity in three persons equal in glory and in majesty, the Father, the Son and the Holy Ghost, I herewith undertake to describe all the deeds of our king the Lord's anointed Zara Yaqob, who was named Quastantinos.¹ May the glorious son of Mary, Jesus Christ, do him justice and admit him to his celestial kingdom, in order that he may enjoy it as much as he has desired and sought it, may he extend doubly His grace to his grandson Lebna Dengel, that he may surpass him in glory and in virtue—like Elisha, the disciple of Elijah, who received in double measure the spirit of his master, when he ascended to Heaven borne by the *charges of the Spirit*—and that he may pro-

long his days till heaven and earth disappear.—Amen.

In the reign of our king Zara Yaqob, there was great terror and great fear in all the people of Ethiopia, on account of the severity of his justice and of his authoritarian rule and above all because of the denunciations of those who, after having confessed that they had worshipped Dasak and the devil, caused to perish many innocent people by accusing them falsely of having worshipped thus together with them. For when the King did hear of such matters, he used to condemn the accused on the testimony of these informers to whom he limited himself to say, after having invoked the name of God: "May their blood fall on you." Acting thus, the King did not pay heed but to his zeal for God. He did not even spare his sons, called Galawdewos, Amda Maryam, Zara Abreham, Batra Seyon, nor his sons called, Del Samera, Rom Ganayala and Adal Mangesha, nor many others among his offsprings whose names I do not know. The princes suffered death as their punishment, a few princesses survived after having lost all their brothers.

At that time a herald³ announced at the palace the following news: "Learn, O you Christian people, what Satan has done. Since we have prohibited the worship of idols and the adoration of Dasak and Dino, he has insinuated himself into our house and has led astray our children." He had them punished severely, they were scourged before a crowd of people who gathered so that they could see their wounds and their torment. They shed tears when beholding this sight or when told about it. Thereafter he made known an edict enjoining on everybody the obligation to take an oath and to carry on their foreheads the following inscription: "From the Father, from the Son and from the Holy Ghost." on their right hand the words: "I renounce the devil, in the name of the Christ who is God." and on their left hand: "I renounce Dasak the accursed, I am the servant of Mary, the mother of the Creator of the universe." He who did not heed this prescription had his house pillaged and corporal punishment was also administered to the guilty party, to recall that the king should be obeyed by everybody.

A certain Zara Seyon, nicknamed Zara Saytan, who by his false accusations had caused the death of a large number of monks, canons and men and women, was,

when God revealed his crimes, forced to become a monk and exiled to Hayq⁴.

The office of Aqebe Saat⁵ was then conferred on Amha Seyon⁶, who was greatly esteemed by our King. When this dignitary left or entered his house, nobody could see him. Two or three children alone had access to his quarters, which were contiguous to the royal enclosure,⁷ and when he needed anything brought from the outside, he would call one of his faithful monks and send him to look for what he wanted, near by or far away. He acted thus for the glory of the royal house, for he had access to the King at all times. All the pages who like him were attached to the court did not have any contact with anybody from the outside, neither did they have any houses and resided at the palace. When these young men used to go out, they were accompanied by a Malkañä;⁸ they did not know any women, did not cut their hair without the King's permission and were always well dressed; if they dared to visit the local inhabitants in order to eat, drink or converse with them, they were put to death as well as those who had received them.

The offices of Belit Wiedad⁹ of the right and of the left were at that time vacant at the palace. The King conferred them on two of his daughters, Madhen Zamada, who occupied the right hand position and Berhan Zamada, the left hand one. The latter one replaced her husband Amda Masqal, henceforth called Amda Saytan, who had been arrested and condemned, when the King learnt of his numerous crimes, his falsehood and ambitious projects, shameful projects, unworthy of the human heart, which can only enter somebody accused by the devil. In the same manner as God expelled from his throne and profoundly humiliated the devil; in the same manner the king of Israel removed Amda Saytan.

He had also committed another crime, he had, though married to a princess of the house of Israel¹⁰, married in secret another woman and then had given her in marriage to the Sasargue¹¹ Amha Iyasus. Berhan Zamada, the wife of Amda Saytan, having learnt of this, informed the King, her father, who summoned Amda Saytan to his presence and questioned him. When he became certain of his guilt, he called together the notables of his court before whom he exposed all Amda Saytan's misdeeds and had him condemned to death, which he deserved. These judges ordered a pit to be dug in which he was placed and shot through with arrows (?), as well as Amha Iyasus, the Sasargue and Nob, the administrator of Dabra Damo¹² and of the convent of Bakuer, who had been their accomplice and who subsequently received the name of Kabaro Saytan¹³. Amda Saytan was deported to a place in the province of Amhara known only to the King. Amha Iyasus and Nob, called Kabaro Saytan, were exiled to Guasharo¹⁴. The predecessor of Amda Saytan in the office of Belit Wiedad, who was called Isayeyas and who filled this office when our King was at Qesat, in the province of Amhara shared the same fate. I was not a witness to his arrest, but I was told that he was seized, that a great iron collar was placed around his neck and that he was deported on account of his crimes to a place which is unknown to me.

After the deprivation of Amda Saytan, I never again encountered anyone entrusted with the functions of Belit Wiedad except for the two daughters of the King who had been raised to this dignity. The King placed at the head of each province one of his sisters, entrusted with administering the district in his name. In the Tigre he placed Del Shamera; in Angot, Bahr Mangesha; in Gedem, Sofya; in Ifat, Amda Giorgis; in Shoa, Rom Ganayala; in Damot, Madhen Zameda; in Begamder, Abala Maryam, and he assigned the province of Gan to Atnaf Sagadu, the daughter of one of his sisters. As for those who were assigned to other provinces, I do not know their names. Later, the King himself took in hand the government of the whole of Ethiopia and set up in the provinces Adakshats whom he appointed in the following manner: In Shoa, there will be a Raq Masare¹⁵ and in Fatagar an Azaj¹⁶ and I do appoint Amda Mikael Malkañä over all the land of Fatagar and I entrust to him Faragla Ademnat (?). The holder of the same office, who was appointed Awrari¹⁷ Badjer in the province of Dawaro, was called Hegano in those of Geber and of Wadj, Eraq Masere in the province of Damot, Raq Masare in the kingdoms of Gojam, Begemder, Tigre, Qeda and Angot and Tshahfalam¹⁸ in the kingdom of Amhara, he was styled Raq Masara in Gan, Gedem and Ifat. All the peoples trembled before the undaunted might of the King.

However, when he sent a messenger to the Garad¹⁹ of Hadya²⁰ in order to summon him to come to pay his tribute this governor, called Mahiko, who was the son of the Garad Mehmud and brother of Ite Jan Zela,²¹ Queen Qan Baltihat²², furnished the following reply: "No I shall not go to your door²³, and I shall not leave my province," then he sent back the King's messenger and refused to comply with the royal order.

One of the officials in Hadya, called Gadayto Garad²⁴ having learnt of the rebellion of the Garad of Hadya, set out in all haste to reach the King in order to inform him of the madness of the latter: "He has made," he told the King, "extensive preparations for war and has asked for help from the people of Adal to ravage the kingdoms of Dawaro and Bali."²⁵ "Who are his allies?" the King said to Gadayto Garad, "all the men of Hadya or only a part of them and what is it according to you, that I must do?"—Gadayto Garad replied to him: "His allies are Gudola Garad, Diho Garad, Hadabo Garad, Ganazo Garad, Saga Garad, Qaben Garad, Gogal Garad, Halab Garad²⁶, here you have all those who are with Mahiko and, in opinion, the best thing to do, my lord, is to summon the Garad Bamo, his uncle, who is at Dagen,²⁷ and to make him in his place Garad of the Hadya, so that he may cross his plans and destroy his power." Our King Zara Yaqob followed the advice of Gadayto Garad and sent for in all haste, from the land of Dagen, the Garad Bamo, who came at once. Our King was then at Dabra Berhan. The Garad Bamo was appointed Garad of the Hadya and was given rich robes and Gadayto likewise. They were sent with a strong force composed of Basar Shotal²⁸ from the province of Damot. All the men of Dawaro and of Bali were sent for; the King said to them: "Take care that he does not escape you and go into the land of Adal." Then the trumpet sounded; a great number of monks and priests

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came and the King commanded them to offer prayers in their churches, offering up much incense and distributing garments among the poor and needy. On this same day, after inhaling incense, I had a vision in which there appeared to me our king Zara Yaqob, saying to the holy personages: "Bring me this rebel, bound with a strong cord, and throw him prostrate at my feet." The following night I saw in my sleep our Holy Virgin Mary³⁰. The holy personages prayed and asked the Lord my God that this vision should come to pass.

As for Bamo, the new Garad of the Hadya, he left for his province and arrived there with the troops which the King had given him. All the chiefs who had revolted came before him and made their submission. At this news, Mahiko turned with his troops towards the land of Adal; the men of Damot³¹ pursued him up to Segä and caught up with him just when he was making his entry into the amba.³² He had scattered along the road many precious objects; Marwe³³ and Gemedja³⁴, in the hope that his enemies would halt in their pursuit to gather them. But they did not stop at them, they made a vigorous charge, entered his amba at the same time as he, killed him, cut off his head, his hands and feet. These tidings reached the King with great rapidity, who rejoiced because of them as well as all of his court, and this feat was celebrated, as during Holy Week at Easter, with a song and dance. All the holy personages rendered to God many a thanksgiving for what He granted to their prayers and that of His anointed Zara Yaqob, and because He had struck down his enemy so quickly.

Bamo, Garad of Hadya, then came with the men of Damot, carrying the head of the rebel, as well as his hands and feet. They presented themselves to the King and told him what had happened. The King thanked the Garad of Hadya, Gadayto Garad and the men of Damot; they were given as much food and drink as they wanted; as for the rebel, his head, his hands, and his feet were hung at the right hand and left hand gates of the palace and the Sargun,³⁵ where dogs and hyenas devoured them with pleasure. Thus the vision sent by our Holy Virgin Mary, before all these events, and concerning our king Zara Yaqob, came to pass. Some time afterwards, the King sent all these warriors back to their provinces after having bestowed on them gifts of rich garments; Gadoyto Garad was given immunity, as well as his children, till the third generation, from the authority of the Garad of Hadya and the Basar Shotal who had killed Mobiko received a grant of land in his province. Glory be to God who has sustained our King Zara Yaqob who, by the hand of his servant, has secured a swift victory. May he sustain in the same way our King Lebna Dengel, his beloved son, and may he exterminate from the face of the earth his enemies and those who, in the interior of their hearts, hate and execrate his kingship, all the while flattering him on the exterior. May

death strike them everywhere where they live and stay by day and night.

Our king Zara Yaqob then commanded the construction at Dabra Berhan of a Jagual³⁶ with a roof (?) of which the height was to be ten elbows and the colour white.

He enjoined on the builders that they should pay attention that it should be well set up, without any deviation, and to the Raq Masarotj³⁷ of the right and of the left, and also to the Jan Masare³⁸, who were employed in the construction of the Jagual, not to take up their tunics³⁹ until the work was completed. He ordered the construction of a great building at the gate of the House of the Lion,⁴⁰ which was very tall and through which he went in and out mounted on horseback; at the Shelemat⁴¹ gate there was also a small house and another one at the Mabil⁴² gate; as for the Sarwajat gate, there was no building near it and nobody entered by that gate, except for the Aqabe Saat, the pages and waiters: anybody else who approached it was run through with a spear. The King commanded also the construction of a solid palace and its decoration with care. When the building was complete, it was surmounted with a golden cross. It was then that crosses began to be placed in the royal house, a usage which did not exist hitherto. At the foot of the royal palace, three tents were erected: that in the middle was called Doulat Bet;⁴³ the one on the right, the tent of Baala Gemeja, and the one on the left, the tent of Aqet. To the right and left of these tents, there was a tall palisade which extended to the Jagual to which it was joined. Because of its weight, length and thickness, each one of the trees used for the construction of this enclosure and of the Jagual needed no less than two or three hundred men to carry it; they were brought from the land of Zega. In between these tree trunks which were joined with care one to another, there was no chink through which the eye could see and the bark had been stripped off in order to produce a surface as white as snow. As for the height of this palisade, some said it was twenty elbows, some others that it was fifteen; as for me, I have not measured it.

Another avenue was constructed leading from the palace to the gate of the church of Dabra Berhan and bordered on each side by a palisade made in such a way that the King might be shielded from onlookers when going in or out. Nobody used that avenue except the King, the Aqabe Saat and young pages. When our King went to the church to receive communion, no canon could enter; only the choristers, monks and priors of Dabra Libanos⁴⁵ Dabra Maryam,⁴⁶ Bizan,⁴⁷ Dabra Galila,⁴⁸ Holol,⁴⁹ Qayasa, Malago, Daraba Abaye, Saade Amba⁵⁰ Waldeba, Dabra Maryam, Gerealta and Hensa Maryam as well as other clerics whose names I do not know and who do not eat meat nor drink wine; however

on feast days, canons were invited from all places, from Dabra Berhan, Dabra Nagnadguad,⁵¹ Yalabash,⁵² Garama, Iyasus, Gemedja Bet Maryam and Masqal; they spent the whole day at divine service, though, as I have mentioned above, they were sent away when the time for communion came. No one approached the Euergetes,⁵⁴ except for the Aqabe Saat, his two children called Gabra Alfa⁵⁵ and Takla Maryam,⁵⁶ the head canon Gabra Iyasus⁵⁷ and a poor man called Yesehaq. On the days when the King communicated, there was no celebration without these five. When he left, the canons, who had spent the day in chanting, were sent for. They were led within the precincts of the palace and were conducted to a place situated above and towards the middle of the three tents (?).

This place was called Laelaye Fit,⁵⁸ and the tent situated below which was the place for the Jan Bet Tabaqi, was called Tahtaye Fit.⁵⁹ In the Laelaye Fit, these canons were served with as much food as they wanted, they were given hot or cold drinks in great abundance, and they took home what was left of the bread and drink. The food and drink came from Beta Fatagar,⁶⁰ Beta Gene Baaltihat,⁶¹ Beta Geber of the right and left and the King himself looked after the service at the tables. The first was called Seruye, the second Itarfed and the third went under the name of "the King's table". This last one was reserved for the King and at it no meats were served to anyone without his orders. As for Sodj Yahaja, called Sodj Alaza, and all the Tsewa Betsarwajet,⁶¹ Bodel Domanu, Baadel Shotaj (and to all whom he had granted this grace, they were given their food from his table. The other Tsewa Becar Shotaj), Deb Meleat, Jan Meleat, Baamba, Baadel Wejat, Damana Amba, Ba Bahr Wogot, Baadel Mabroq, that is to say all those who dwelt around the royal enclosure, ate in the place called Laelaye Fit. A screen of sycamores (?) stretched from the tent to the palace, which extended to the left for a distance of a hundred and thirty or a hundred and fifty elbows. It was there that royal justice was done, that the guilty were punished and that the pleas were heard of those who came with complaints.

The Jan Bet Tabaqi did not officiate at this place, but stayed in the Tahtaye Fit; in to the Laelaye Fit went only the Seraq Tabaqi⁶² and Jan Daraba.⁶³ It was there that the Azazotj and the Malkañia chosen from among faithful monks from the Tigre (?) gave their orders. Sometimes they went down to the Tahtaye Fit and there also they did much business, but what was most important was done in the Laeleye Fit.

When the Azazeyan⁶⁴ entered the apartments where the King was present and when they spoke to him, they went down on their knees and kissed the floor with fear and respect, as well as each time when they heard his voice. They did not wear white tunics, but Qalami, Kuafre and Shaqueta,⁶⁵ and this dress was obligatory as much for the Azazeyan as for the Getotj,⁶⁶ the Liqa Matam⁶⁷ and his following, the Jan Masrotj, the Iqaqetatja⁶⁸ and his following and the Jan Hacana.⁶⁹

The Jan Bet Tabaqeyan were not attired in the same

manner; by day and by night, without omitting one single moment, they stood to the right and to the left in the Tahtaye Fit where lamps burned during the night. In the Laelaye Fit, the Seraq Tabaqi and the Jan Darabotj carried in their hands wax torches during the day; but lamps were only lit in the Tahtaye Fit. When they celebrated a feast, they held it in an apartment of the palace and did not go down to the royal tent, but stayed where they were. As for the canons, they put on again their white robes and, the ceremonies, being over, they went home according to their usage. The Jan Bet Tabaqi did not rest until after having cleared the table.

When the King used to go to church in secret and without being seen by anyone, one of the pages of the palace used to go out and give orders to all the Tshawa Baadel Shotaj, Baadel Domana, and to all the Orebasar Wadjet, Domona Amba, Baadel Wodjet, Baadel Mabraq and Baadel Masqal;⁷⁰ he announced to them the King's departure for the church; then these marched forth, sounding their horns and beating their drums, up to the door of the church which they did not enter. The Baadel Mabraq and the monks of Bizan surrounded the palace on the inside of the palisade (?); the monks carried swords and scabbards and the Baadel Mabraq carried bows and javelins. During the holy sacrament, all the Tshawa were given bread and beer, till they were completely satisfied. Thereupon the King would leave the church and return to his palace along the private way, without anybody seeing him or knowing anything about it, according to usage, except for the Aquab Saat and the pages of the court. Thereupon these pages told the Tshawa, by waving to them, that the King had left and returned to his palace. Those then gave themselves up in emulation to frantic dancing, uttering in the language of their countries cries which could be heard far away, blowing their horns and beating drums, which produced a mighty uproar and a great commotion. Then they were told to return to their quarters.

Inside the palisade a Nazret Bet⁷¹ had also been set up, containing thirty tershema⁷² to the right and as many to the left. There, revenues from the whole of Ethiopia were gathered, precious objects and everything that was useful; all that was not useful was placed in the Mangeshet Bet and in the Barakat Bet.⁷³ When the order was given, the loom used to sew the shelamat⁷⁴ and all that was needed by the royal household was brought, as well as the gomedja and the marwe, from the Nazret Bet to the Mangeshet Bet and to the Barakah Bet, in order to sew and adorn them. The servants at the table came entirely from the Beta Geber. Those who were admitted to it were those who formed the train of all the queens, Gera Baaltehat, Qan Baaltehat, Baaleta Shehena,⁷⁵ Yagalagel Gazet, Waserbat Bet: the Qaysa Hace⁷⁶ and the Liqa Dabtara, the Serag Maasare,⁷⁷ the Liqa Matsham, the Liqa Qaqetatj,⁷⁸ Baaldjeho and Baal Damo,⁷⁹ Maryam Welta and the king undertook the distribution. Everything was brought to the Nazret Bet to the right and to the left, then they went forth to give to all the canons, to all the Tshawa and all those signalled out by the King, bread beer and mead, Wayedot,

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Shanome and Mogorya.⁸⁰ Meats prepared for festivities were stored in the Nazaret Bet; as for food and drink left over from previous banquets, it was distributed to everybody as I have stated it above.

Inside the right hand palisade, above the way from the tent and at the foot of the palace, a building was put up to house the great number of horses which were lodged there to hide them from the gaze of strangers, and there were some which were bridled and harnessed all day long at the approaches of the palace.

Priests sprinkled ceaselessly with holy water, from dusk to dawn, the King's palace inside of which they made their rounds. Among these priests were some brought from Amhara and Angot in order to carry out these functions. They recited the Gospels, the Psalms of David, formulas denouncing Satan and chanted the psalm beginning with the words, "May God rule", without pause, from evening to morning, and, all the day long, they did not cease their sprinkling with holy water; for the sorcerers, envious of the faith of the King and of the greatness of his justice, were plotting bad designs against him. The King himself has said and written in his works how the evil ones cast spells on him at home and on the road when he was travelling, and how they disturbed a christening ceremony one Sunday,⁸¹ at Debra Berhan, after the conclusion of the ceremony. All this, and how God delivered him from these spells, has been clearly told and described by our King himself, Zara Yaqob, scion of Israel, full of confidence in the name of the Trinity.

When the King learned of this manoeuvre of the sorcerers against baptismal celebrations, he immediately gave orders that a pit be dug in the ground in the enclosure where the church stood, and ordered the builders to construct in all haste a cistern and all the entourage of his court, both men and women to draw water to fill it. His orders were carried out and God accomplished thus what the King had desired and intended. Since that day and for many years till his death, this cistern was used for baptism, over which a building was erected which was secured with a strong bolt. The holy water therein contained was of help for the sick, till the time when this baptistry was destroyed by the fire which consumed the church.

Our King decided that baptisms should henceforth take place to the right⁸² and quite near the church, giving us reason for this institution that had formerly found this arrangement adopted for baptisms in the courtyard of the church of Dabra Libanos,⁸³ as well as in the temple erected by Gabra Masqual⁸⁴ at Hongung in the Tigre. Besides the King said, "I have read in the Mashafa Kidan⁸⁵ that baptisms should take place to the right of the church; and henceforth, as a Christian people, see to it that in your provinces and your districts, the law of God may come to pass and the works of Satan and sorcery cease." He ordered the punishment of those who would not observe his prescriptions and delivered their houses to pillage.

When the King wanted to make a Gueezo,⁸⁶ there was a great commotion and a great agitation at the

moment of his departure from the palace: all recoiled before him and kept their distance in a timorous and respectful attitude. Those who carried the baldechin and there were three big men, marched near him, as well as the fan bearers. Those who carried the Shamma (banner?) unfurled marched at a certain distance and surrounded the King mounted on his horse, for on the day of the Gueezo, he went forth not mounted on a mule, but on horseback. Away in front and in the rear, there was a great number of Meserqana and Deb Anbasa⁸⁷ who according to prescription, sounded their horns and beat their drums during the royal progress and when he returned to his quarters.

The King stationed in Dawaro numerous Tshawa who had the names of Arquaye Basar Wadjet, Badel Sagana, Baadal Amba, Badel Deb, Badel Nad, Baadl Mbrq, Draqo Basar Wadjet, Jan Godab and several others whose names are unknown to me. These officers were appointed as a result of an act of insubordination towards the King on the part of the previous Tshawa Jan Sagana. In order to avoid his anger which they had provoked and the remonstrances which were addressed to them they went to Adal and stayed there for some time on some slight pretext. After the return of these Tshawa, the King decided to humiliate them: "In your pride," he said to them, "you have risen against us and against the Azmatj⁸⁸ which we had set over you. When he punished you and made you obey, you took offence and went off to Muslim lands. We have, as much as God has commanded us, appointed new Tshawa. Keep to the right way and the right law and abandon the bad way to which you have pledged yourselves. If you refuse, we will judge you and we will deal with you as we think fit."

The King put immediately numerous Tshawa in the provinces of Bali and of Hadya, as well as in those of Bagemender, Gojam, Fatagier, Ifat, Gudem, Qan, Angot, Aseda, Tigre, Bahr Amba and Sarawa Besar Wedjet (?). In all of these provinces he stationed numerous Tshawa and gave them special names according to the province where they were stationed.

He increased the power of Bahr Nagash⁸⁹ and raised him much above all the shums: he gave him authority over those of Sire and of Sarawe as well as over the two Hasemen Kantiba⁹² and over the shum of Bur.⁹³ He thus set him up as a prince over them. Our King Zara Yagob reorganised in a befitting manner the administration of Ethiopia and was in all reality for this country a torch whose light dispelled darkness from it. May God grant him a portion of the kingdom of heaven, without judgement and examination, and that he may encompass by his benevolence as by a shield his son Lebna Dengel for the sake of his pure mother.

When our King Zara Yagob went into the district of Aksum to fulfil the law and the rite of coronation according to the rites followed by his ancestors, and when he arrived at the confines of that locality, all of the inhabitants, as well as the priests, went to meet him and welcomed him with a great rejoicing; the shums and all the Tshawa of the Tigre were on horseback, carrying shield and lance, and the women, in great numbers, gave themselves up, according to their ancient

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custom, to an endless dance. When he entered within the gates of the town, the King had on his right and on his left the governor of Tigre and the administrator⁹⁴ of Askum who carried and waved according to custom, olive branches; it is for this reason that the governor of Tigre is called Aqabe Sensenga.⁹⁵ After arriving within the walls of Aksum, the King had brought to him much gold which he scattered as far as the city gate on the carpets which were spread along his route. This amount of gold was more than a hundred ounces; as for more, I do not know whether it was thirty or forty ounces. The King did this for the glory of Sion and distributed largesse as the Kings his predecessors. On the 21st of the month of Ter, the day of the death of Our Holy Virgin Mary, the rite of coronation was carried out, during which the King was seated on a stone throne. This stone, together with its supports, is only used for the coronation. There is another one on which the King is seated when he receives the blessing and several others, to the right and left, on which are seated the twelve chief judges.⁹⁷ There is also the throne of the metropolitan bishop.

During his stay at Aksum, our King regulated all the institutions of the Church and prescribed to be recited each day, at canonical hours, prayers which up to that time had been neglected. He convened to this purpose a great number of monks, he founded a convent, the headship of which he confined to an abbot who had the title of Pontif of Askum and who received an extensive grant of land called Naeder. He accomplished this work from devotion for the Virgin Mary and to perpetuate his own memory and that of his children and of the children of his children. He summoned some catechists, who were attached to the convent, and presented to the church a great number of ornaments and a golden ewer, revived all the old traditions, spread joy in these places and returned thence, satisfied.

Arriving in the land of Tsahoya, in Amhara,⁹⁸ he went up a high and beautiful mountain, the aspect of which he found pleasing; at the top of this mountain and facing east, he found a wall which had been raised by King Dawit, his father, with the intention of raising at that place a shrine which he did not have the time to finish: in the same way the ancient King David, who planned raising a temple to the Lord, could not complete his task which was completed by his son Solomon; our King, Zara Yaqob fulfilled the intention of his father by raising a shrine to God to the west of this mountain. All, poor and rich, and the **shums** themselves, were ordered to carry stone and this edifice was speedily erected. They embellished this locality, which underwent a great transformation and where two churches were built, one called Makame Gol⁹⁹ and the other Dabra Nagnadguad.¹⁰⁰ The King attached to them a certain number of priests and canons to whom he gave grants of land. Moreover, he founded a convent and placed in it monks from Dabra Libanos, who he endowed in a similar manner.

After having settled all matters relating to this foundation and its priests, consecrated definitely to the celebration of the feast of the Virgin which takes place there constantly, and, having made a gift to the monastery of vestments adorned with gold and silver, he left

these parts, went into the land of Dago where he had previously resided and there began the construction on top of a high mountain, of a shrine dedicated to Our Lady Mary, having been captivated by the beauty of this elevated site which dominated all the neighbouring hills. He had for this shrine, which he named Makona Maryam,¹⁰¹ a particular predilection, endowed it generously and established priests there to celebrate the adoration of God. He gave this foundation, in memory and that she should raise his tomb there, to the Queen Gera Baaltehat, who was called Fre Maryam¹⁰² and who was the mother of Berhan Zamada, Medhen Zamada, Sabala Maryam and Del Debaba. It was there, in fact, that he was buried afterwards according to the desires of our King Zara Yaqob.

In the seventh year of his reign,¹⁰³ (1441?) he left the province of Amhara and went to Eguba, situated in the district of Tagulat,¹⁰⁴ celebrating there the ceremony of baptism¹⁰⁵ and made halt in that land which he much liked. While he was there he received a message from the patriarch Abba Yohannes¹⁰⁶ informing him that the Muslims had destroyed by fire the monastery of Metmaq in Egypt, being enraged at Our Lady Mary having appeared in that locality, and because a great number of Muslims, who witnessed this miracle, had become converted to the faith of the Christians. When he received this message, our King Zara Yaqob burst into tears and was profoundly stricken, as well as all his court and the pilgrims who had made formerly the voyage to Jerusalem. Nevertheless, to console himself and to restore his courage and that of his people, he said to them: "Do not weep O Christian people, and do not feel afflicted because the monastery of Metmaq in Egypt has been destroyed. We will build here a church to Our Holy Virgin Mary and will call it Dabra Metmaq." Our King commanded at once the construction of a church at that place and granted it land in the district of Tagulat. He caused ornaments to be executed in it, brought its construction to a finish and installed priests there. Following up his declaration and the oath he had made, he called it Debra Metmaq. While he was in that province, news came that Arwe Badlay was marching against him. At once he left Dabra Metmaq and the district of Dago, crossed in turn the districts of Azor Gabaya, Afof, Yalabasha, Agam Gabaya¹⁰⁹ and arrived in the Dawaro¹¹⁰ with a small force known by the name of Hasab Bawasan¹¹¹. The messengers which he had despatched to the holy monks of Dabra Libanos and to other monasteries, to announce these events brought to him the following exhortation: "Be without fear, for God has heard the prayers of the saints and you will be victorious; you will triumph over your enemy by the might of God."

The Garad of Hadya also sent word to the King to tell him to summon him if he had need of his help; he gave at the same time Arwe Badlay assurances of his loyalty and of his support, but this was only a false promise.

Our King Zara Yaqob sent word to the Garad of Hadya not to come, to stay at Ayfors, to set up his camp there and to stay there until he summoned him. The King then despatched a Malkaia to him and, following the orders he had received, the Garad of

Hadya stayed at Ayfars. This Garad, called Mehimad, was the father of Queen Ieni, Qan Baaltehat; he was not trusted because he was Moslem as well as Arwe Badlay, and it was for this reason that he was kept away from the fighting area, for his intentions were suspect.

When our King Zara Yaqob came across Arwe Badlay and his innumerable army, he was dismayed by it; he invoked God, girded his loins with the power of the Holy Ghost and made ready to do battle with his small force. The Aqabe Saat, Amha Seyon, made the following remark to him: "Are you not too eager, O my master, to do battle without waiting that your army come to your aid; for you have here only weak forces; you yourself are not prepared and you have not put on your battle armour, nor disposed the battle array? How can you take such a decision?" Our King took up the conversation and said to him: "Know you not these words of the prophet David": "The King is not succoured by a numerous army, nor the hero by his personal valiance; the horse rears not and delivers not by his own strength. As for me, I have put my confidence in the Lord. He will come to my aid in His mercy."¹¹² And immediately he gave the order to raise the umbrellas, sound the Meserqana, beat the Deb Anbasa, and to advance the standards on all sides, and all were impressed by this imposing and majestic spectacle. Seeing this, Arwe Badlay, perplexed and seized by fear, said to his people: "Did you not tell me that it was not the King who was marching against us, but his shum Hāsaba Wasan¹¹³ while it is the King himself who is at the head of his troops?" While they were thus discussing this, our King Zara Yaqob broke through to this unbeliever and overthrew a part of his army. A soldier threw a dart into the face of Arwe Badlay; the latter broke it with his hand and threw himself at the King in order to seize him, but his rashness was the cause for which God made him fall by the King's hand. The latter plunged his lance in his neck and cut his throat. All those who were around the King rejoiced because of this, but he praised on high the name of the Trinity. Thereupon all the Muslims who formed the army of Arwe Badlay took to flight, and the Christians pursued them killing them with their swords and lances or tumbling them down precipices. The number of those killed was formidable; not a soldier survived out of the enemy army. God had punished them according to their pride. Arwe Badlay's brother, Karadiu, fled and reached the river Hawash; as the King was worried by what might have eluded him, the Jan Segana began to pursue him and caught up with him at a place where he halted. They cut his head off which they brought to the King, our lord; at this sight, he rejoiced and danced a lot: "Today is verily a day of gladness," he cried; "truly the glory of the birth of Christ has worked a miracle." For it was the day of the birth of Our Lord Jesus Christ, the 29th of the month of Tahsas.¹¹⁴

The King then had the dead counted, the prisoners, as well as those who fell down precipices and the horses which had been captured: their number was considerable. A large number of priests then arrived, intoning joyful canticles; in each town there was a celebration

for men and women who gave themselves up to dancing and rendered thanks to God. The King summoned the Garad of the Hadya, who had remained at Ayfars, so that he might witness this miracle, and he gave him rich garments when he had obtained proof that his intentions had been good. Then the head, hands and feet of the unbeliever Arwe Badlay were cut off; his body was cut up and pieces of it were sent to all the provinces: his head to Amba and the other members to Aksum, Manhadbe, Washl, Djedjeno, Lawo and Wiz. Dabra Nagnadguad received his accoutrements, his lance, his sword, his umbrella, his Haykal¹¹⁵ as well as all the jewels belonging to his wife, his effects and his shirts of many colours were divided up between Dabra Metmaq, Seyon and other holy places. And all the inhabitants of Ethiopia cast stones on what was left of his body.

Glory to God who has fulfilled the wishes of Zara Yaqob, His anointed, and who, by means of a tremendous miracle, has granted the arm of our King the power to overthrow his enemy; that He may fill him yet with joy in seating him in His celestial abode together with all of his elect, Amen. May he doubly extend his grace to King Lebna Dengel, his son; may he always afford him his aid to exterminate his enemies and may he prolong his days! Amen and amen.

Our King Zara Yaqob then returned full of joy and gladness and reached the province of Fatager, at a place called Telq, where he had been born and where he lived and began raising a shrine to Mikael.¹¹⁶ His father, Dawit, had also established many foundations called Yalabasha where he had lived; there also he built a great shrine which he called Martula Mikael¹¹⁷ and another called Asada Mikael.¹¹⁸ Both these shrines were served by one archpriest. The King endowed each with land, installed priests there, regulated equitably that which concerned them and ordered that they should be rapidly brought to completion. And God fulfilled his desire. May He extend also to him His celestial kingdom! Amen.

He then went into the land of Euzarda, where too he raised a chapel which he called Dabra Shehin¹¹⁹ and to which he attached some canons chosen among cantors and those who were preparing for the priesthood. He granted an hereditary estate to secure their future, as well as lands to commemorate the memory of the Virgin and his many feast days. After having settled the foundation of this church and its priests, our King left this locality and went into the land of Kaleta where he stayed only for a few days; then he crossed the river Warari and arrived at Iba;¹²⁰ he resolved to remain in that locality which appealed much to him because of its beauty. Shortly after his arrival, there was an uprising of the children of Estifa,¹²¹ who declared that they did want to prostrate themselves before Our Lady Mary not before the cross of her son. The King had them summoned before himself, made them repeat what they had said and, during a discussion in which his priests took part, he counfounded them and covered them with shame; but they did not abandon for all this their errors. The King then had them judged,

convoked all his court and the pilgrims who had returned from Jerusalem, and it was decided that they should undergo special tortures till they died. Their noses and tongues were cut off and they were stoned to death on the 2nd of the month of Yaktit.¹²² Thirty-eight days after their stoning, the 10th of Magabit, the day of the feast of the Cross, a light appeared in the sky and remained visible in all the land for several days, which caused that our King took fancy to this locality which he named Dabra Berhan. He built there a magnificent church which he placed under the invocation of Our Lord Jesus Christ and which, through the efforts of the Aqete Jar¹²⁴ and of all the governors of Shoa, was finished in eight days,¹²⁵ for he had ordered haste. To roof this church, all the inhabitants of the area without distinction brought straw from Gedom up to Fatagar.¹²⁶ The light appeared for a second time when the mass was being said, and for a third time during the night, when the choristers were intoning in the church the hymn "God reigns". This light was clearly seen by the choristers and by the King who declared they had seen it descending on the church. Zara Yaqob, who had from Queen Gera Baaltehat the land of Iba, made the vow to give it to this church for its priests and its services. He resolved to fix in this place his residence, ordered all his officials to settle there as well and to set up there his residence, and to all the Tshawa who were at court to take part in the building of the Jagual and the enclosure; he ordered all the shums of Shoa to bring trunks of wild olive to contribute to this construction. They did not bring any other trees except olive trees from which they stripped off the bark, as I have described above, so that the Jagual might be white. Nobody was allowed to approach this enclosure.

During his stay at Dabra Berhan, our King arranged all the institutions of his kingdom: it was then that men were put to death and that others were condemned to exile for crimes against God or against His anointed; it was then too that those who had carried out the will of God and obeyed the King were rewarded and heaped with honours.

It was already a long time that the King had lived in that locality when a great plague came which killed such a great number of people that none were left to bury the dead. The King then began the construction of Beta Qirqos¹²⁷ to the right of Dabra Berhan, so that God might take the plague away from the place, mindful of the promise of the Eternal One: "The plague will not come to a place where a shrine be raised to your memory and there will be there neither drought nor dearth." The faith and confidence of our King Zara Yaqob drove the disease from the gates of his palace as he had hoped. He accordingly commanded his sons and his queens to present Beta Qirqos, Gemedja and books; he resolved that sermons should only be held in that church and that those who might want to hear them would not be able to hear them elsewhere.

He regulated worship according to the Orthodox faith and made it known that the old Sabbath day should be as religiously observed as Sunday, as accordingly the Apostles laid it down in their canons, where it is said: "We, Peter and Paul, command that the slaves work for

five days of the week and consecrate the two others to God."¹²⁸ He also commanded the celebration of the 29th of each month¹²⁹ to glorify the birth of Our Lord Jesus Christ and because he had that very day vanquished Arwe Badlay; he demanded that the 32¹³⁰ feasts of Our Lady should be, the same as Sunday, celebrated with the greatest punctuality, just as the bishops and patriarchs have prescribed it, under the pain of excommunication; he also instituted a monthly feast in honour of Saint Michael, as well as feasts for all the priests and arch-priests of heaven, for the four heavenly animals,¹³¹ the prophets and apostles, and recommended the sanctification of all these feasts by alms, largesse and large distributions of bread to the needy. He embodied these injunctions in his holy books, which are entitled: "The Book of Incarnation," "The Book of Light,"¹³² "The Book of the Birth,"¹³³ "The Abjuration of Satan," "The Book of the Substance,"¹³⁴ "The Treasury of Mysteries"¹³⁵ and "Reign of God."

While he was carrying out this settlement, the King remained for 12 years without leaving Dabra Berhan, and during the following two years, he limited himself to going to Falago, Dabra Metmaq and to some other localities in the neighbourhood, returning as soon as possible to Dabra Berhan, which makes in all 14 years, after which our King Zara Yaqob died.

May God, in His justice and His great mercy, divide with him the kingdom of heaven; may He give him the celestial Jerusalem, which needs neither the sun nor the moon to light it, and where he will joyously find all the prophets, the apostles, the disciples, all the just and all the martyrs; may He protect his son Lebna Dengel and watch over his life and kingdom till the day that He comes down from heaven to judge the living and the dead by His power; may He exterminate all His enemies from the face of the earth, for the sake of the Virgin Mary, His pure mother; may He, each day and at each hour, fill him with joy and happiness, and that all the nation may say, invoking the flesh and blood of Our Lord Jesus Christ: "Amen, Amen!"

I. Chapter dealing with Justice and Faith.

During the reign of our King Zara Yaqob, there was in the whole land of Ethiopia a great peace and a great tranquility, for the King taught justice and faith, and he can be compared to the prophets and apostles for the excellence of his predictions and his doctrines. The Ethiopian people had, in fact, neglected the precepts of their faith and the sanctification of the Sabbath and feast days; I have witnessed myself, in my youth, that the Sabbath was profaned and that everybody worked on that day.

It was only beginning from the ninth hour,¹³⁷ when the trumpet was sounded, that all activity ceased and that people, starting their rest, used to say: "It is now that the Sabbath begins." Other feast days were no better observed; the King re-established them and prescribed that the Sabbath should be as holy as Sunday, without any distinction, according to the prescriptions of the holy apostles. Likewise, he ordered, that the 33¹³⁸ feasts of Mary, the monthly feasts of St. Michael

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and the Birth of Our Lord Jesus Christ, as well as other feasts should be observed punctually. Moreover, he gave instructions that in churches there should not only be a single altar, but two or several, and that among these there should be one of them consecrated to Mary. He taught and prescribed to be taught the Credo, the Pater-noster, the Decalogue and the six words of the Gospel, the belief in one only God in three persons, the spiritual birth of the Son from the Father without mother and the second birth of the Son issued from Mary without father. All these beliefs and these practices, as well as others of a similar nature, were taught by our King, who ordered them to be taught to all men and women by calling them all together on Sabbath days and feast days, in every locality. He ordered the shums to pillage the houses and seize the goods of priests who would not follow these prescriptions and would not provide this teaching in their churches.

II. Chapter on the Coronation and on the Organisation of Churches

After his accession to the throne, our King Zara Yaqob went to Aksum, settled equitably the affairs of that place, renewed the priests and went through there the coronation ceremony, as did his ancestors, with the assistance of legislators established for this purpose since a long time ago; then he returned thence full of gladness and arrived in the land of Sahay. He came across there an attractive site, where he had erected a handsome residence.¹³⁹ He had transported there from Seyon the remains of his father Dawit in spite of the lively opposition of the inhabitants of Mawaal, who refused to give up the coffin of this king, because three Sasorgutj,¹⁴⁰ called Ab Radai,¹⁴¹ Gabru and Metus had told them: "Do not give up the sepulchre of our King Dawit, and if they come to ask you for it, make no reply to the messengers of the King and the pontiffs."

The King, angry with the inhabitants of that locality, sent some Tshawa, picked among the Baadal Jan, who seized, together with their wives and their children, the people of that town who had refused to obey him and brought them to the royal palace. These confessed that the three Sasorgutj had advised them not to give up the remains of King Dawit. The King at once summoned these three Sasorgutj whom he questioned in these terms: "When I intimated to you my intention to transfer here the remains of my father Dawit, you told me: 'Yes, you do well.' Why have you then advised the inhabitants of the town to oppose what the King desired?" for this reason he had these Sasorgutj severely punished and condemned them to prison. They were struck off the roll of the Dabtara¹⁴² and it was decided that their descendants could not become either Sasargue nor Dabtara. As for the inhabitants of the town, they were pardoned and returned to their district. The King placed the remains of his father in a subterranean chamber which he had made for this purpose at Dabra Nagnadguad. For the events which I have just told, I refer to the evidence of the Serag Masare Yohannes who lives among you and knows everything.

When the Queen Egzie Kebra¹⁴³, his mother, began the construction of a church at Malza, our King begged her and persuaded her by wise reasons not to continue

this task, so that they might not be separated from each other after their death; for this reason, he demolished the church and had it reconstructed at Dabra Nagnadguad, which pleased his mother. Our King Zara Yaqob, who had already had the remains of his father transferred to Dabra Nagnadguad and who later had his mother buried there, wanted later to be reunited with them. It is for this reason that he had a great attachment and a signal veneration for Dabra Nagnadguad and gave to the priests of that church vast estates to celebrate his memory, that of the King his father and of the Queen his mother.

Having made these dispositions, he raised in the province of Dago, where he had spent the first years of his reign, another shrine to which he gave the name of Makana Maryam;¹⁴⁴ he fitted it out and made a present of it, with full property rights, to Jan Hadya, the wife of his youth, who had the title of Gera Baaltehat¹⁴⁵. He left that place in due course and came to the district of Tagulat, where he built a church which he called Dabra Metmaq, and having learnt while he was in that locality that Arwe Badlay was marching against him, he commanded public prayers to be said everywhere, left in all haste with a few troops, confident in the might of God and the aid of his mother, Our Lady Mary, and arrived in the province of Dawaro, where Arwe Badlay was. He did battle with him on the day of the birth of Our Lord Jesus Christ, the 29th of the month of Tahsas, and God, miraculously manifesting his power, overthrew the unbeliever by the hand of our King, Zara Yaqob. The latter rendered unto God many a thanksgiving for the aid that he had so promptly afforded him. He then ordered the seizure of the garments of Arwe Badlay and those of his wife, had his members cut off one by one, and ordered the count, of those, of the enemy army, who perished by the sword or by falling down precipices. Their number was so considerable that all those who had seen or heard talk of the prodigies which God had accomplished by the hand of his anointed, with such a small army, were full of wonder. Our King presented the rich garments of this unbeliever, his wife's jewels and his umbrella, to Dabra Nagnadguad and to other places. His head and his members were sent to places where markets were held, so that the whole people might see them and render thanks to God, and this event caused great joy everywhere. When our King, Zara Yaqob was returning with contentment in his heart, priests from all parts came before him chanting canticles, as well as the monks of Dabra Libanos, who had previously sent him their wishes that he might be victorious with their prior Abba Endreyas. Our King made this church numerous presents: 150 ounces of gold, 30 genedja worked with gold, seven wagarat¹⁴⁶ of pure silk, seven golden fans, several other precious objects and 2,000 oxen; he entered into a covenant of friendship with the monks, sat down at table with them in the convent and gave them 100 measures of land in Alat to celebrate the 29th of each month, the glorious anniversary of the birth of Our Lord Jesus Christ, and in memory of the victory which he had gained that very day; this foundation exists still in our days. He gave to this monastery, which was the called Dabra Asebo, the name of Dabra Libanos

endowed it with still more properties and manifested for this fundation a profound attachment and great veneration.

Let us now return to our tale. After his return from the province of Dawaro, our King came to Yalabash, where his father had formerly lived and where he himself had been born; he raised there a handsome shrine which he called Martula Mikael. On the spot of his birth itself, called Telq, he raised another church to which he gave the name of Asadu Mikael. He installed one high priest for these two churches and endowed their priests with lands. Then he had constructed a magnificent shrine at Enzoredja, which he called Dabra Sahin. From there he went into the land of Kaleta, where he stayed for a short time, and then came to the district of Iba, where he set up his quarters and grew attached to it. It was then, at that place, that there was an apparition of Our Lord Jesus Christ and of the light which was treated above and which was visible to all, in all the land, on the day of the feast of the glorious Cross, after he had put to death the children of Estifa (Stephanites) for having refused to worship Our Lady Mary and the cross, and it is in memory of this apparition that he called Dabra Berhan the shrine which he had raised and which he had made a superb edifice. The construction of this shrine did not last longer than 60 days, for he had ordered all the Aqet Jar to make haste. The inhabitants of Gedem and of Gana, those of Ifat and of Fatagar, as well as all the shums of Shoa, brought

materials to cover it. He established his residence at Dabra Berhan and during his stay in that locality, he toiled at strengthening the institutions of the kingdom. He had a royal residence constructed, surrounded by a strong wall, such as had never been built by any of his predecessors: it is there that a great many of the regulations were framed.

When the plague decimated the land, he commanded all the inhabitants of each locality to come together in order to bury the dead, carrying a stick and tree branches and sprinkling holy water. He gave to this gathering of men the name of "Congregation of the Gospel" and called their sticks the "Stick of Moses." The shums were given the order to pillage the houses and to seize the goods of those who did not conform to these prescriptions and did not bury the dead in their localities.

III. Chapter on the Organisation of the Administration of Ethiopia

Our King Zara Yaqob conferred on the princesses, his daughters, the government of Ethiopia and, during his reign, there had not been another Belit Wadad except for Amda Sayton, who was demoted soon after his nomination and condemned to exile for his crimes against the King. I have not been privy to the secret delicts which he had committed, but he committed publicly a very great one by marrying, though married

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to a princess, another woman and by subsequently marrying her off to the Sasargue Amda Iyasus. It was for these reasons that he was called Amha Sayton and condemned to exile as well as the Sasargue Amha Iyasus. The office of Belit Wadad was then conferred on his wife, Berhan Zamada, who occupied the place on the left, and that of the right was conferred on Madhen Zamada. The government of Tigre was entrusted to Del Somera, that of Augot to Bahr Mangesha, that of Begander to Sabala Maryam, that of Amhara to Amata Mashili, that of Gedom to Sofya, that of the Shoa to Rom Ganayala, that of Gojam to Asnaf Samera, and Tewoderos was instituted Yojon Sabar Ras.¹⁴⁷ But the Gad Yestan of these princesses ravaged their provinces, for, at that time, there were no royal delegates, but they themselves were the delegates and Ethiopia was delivered up to pillage. It is at the instigation of these Gad Yestan that Amba Nahad, shum of Salamt,¹⁴⁸ Sagey, shum of Samen¹⁴⁹ and the shum Kantiba revolted. After having abandoned the faith of Christians, they embraced the Jewish religion, killed a great number of the inhabitants of the province of Amhara, and when the King came to do battle with them, they defeated his troops, drove them away and burned down all churches in their districts. This is how the Christians came to be ruined by these Gad Yestan who took away all their goods, pillaged their houses and did not even leave them the Mateb¹⁵⁰ around their necks. Their ravages were not perpetrated solely against people in their part of the country, but extended to all the people of Ethiopia.

IV. How the Princesses and several other persons were put to death and punished

At that time appeared evil men called Taowqa Berhan¹⁵¹ and Zara Seyon¹⁵² whose hearts Satan had filled with evil thoughts. They denounced to the King these princesses and other persons who they declared having prostrated themselves with the princesses before Dasak and Dino; they also brought up against them many other accusations known to the King only; the crime of idolotry is the only one which has been revealed to the public. The King punished severely these princes called Tewoderos, Galowdewos, Amde Seyon, Zara Abreham and others whose names I cannot recollect, as well as his daughters Asnaf Somera, Del Samere and others. He then summoned a great assembly, and showing those who composed it the pains and heavy punishment inflicted on his children, he said to them: "See how I have acted with my children; in my zeal for God, I have not spared them for having sinned against Him. Now, say whether you consider this calvary sufficient or if, for the glory of god, we should still increase it". Then all the people present burst into tears and replied: "What punishment could be added to this one, O King our Lord, for they are on the point of death". Some of the royal progeny died at the place of torture and others at their quarters. Besides there was a great number of Ethiopians whose names I do not know, who were put to death or condemned to other pains, for in these accusations brought by Zara Seyon, Taowqa Berhan and Gabre Krestos,¹⁵⁴ these sons of Satan, were comprised judges, governors, monks,

poor and rich; but afterwards the accusers were arrested themselves, punished severely for their evil deeds and condemned to imprisonment. Zara Seyon died where he was imprisoned, uttering these words: "See how Abba Endreyas of Dabra Libanos pierces me with a lance of fire". For it was on his accusation that this prior was siezed and imprisoned and died in his prison. As for Gabra Krestos, the King Baeda Maryam seized him later and killed him, and Taowqa Berhan died in prison.

V. How the King reorganised the administration of Ethiopia which he had previously entrusted to his daughters.

The King named in each province an Adagsh¹⁵⁴ to whom he gave, according to the district, the title of Raq Masre or of Hagano. Similarly he took in hand the administration of the clergy and nothing remained outside his authority. He directed to Dabra Libanos the revenues of Shoa which had been granted to a Tsahafe Lam¹⁵⁵ and those destined for the maintenance of some Tsewa which had been granted to Baala Damo, Baala Diho, Jan Shanka and Badel Dagan.¹⁵⁶ As for other revenues of Ethiopia, he earmarked for himself alone and directed their yield for the maintenance of his table and for his personal needs.

Our King made also the following prescriptions: When you invoke the name of God, all you Christians, say at first: "I prostrate myself before the magnificence of his Kingship", then invoke his name. Likewise, when you will want to invoke the name of our Lady Mary, say: "It is meet to prostrate oneself before her virginity," then invoke it. Finally, when you hear our word or when you appear before us, say, always prostrating yourselves: "We prostrate ourselves before the Father, the Son and the Holy Ghost, who gave us as King, Zara Yaqob". After a reign of thirty five years, during which he made all these prescriptions, fixed and strengthened institutions and had written new work, our King Zara Yaqob died in peace at Dabra Berhan.

I have just told the story of our king, Zara Yaqob, the peer of the elect disciples and the exterminator of the Jews. May God receive him in his celestial court, which has always been the goal of his desires, and may He prolong the days of his son Lebna Dengel, without that his glory be diminished, till the disappearance of heaven and earth. Amen.

May Our Lord Jesus Christ, on him be praises and blessings, share with our King Zara Yaqob the celestial Jerusalem, and his temple, without examining his deeds and without judging him severely; may He grant his son Lebna Dengel the power to destroy the unbelievers; may He bless his reign and guard for ever his body and soul against all blemish ! Amen.

¹ On their ascending the throne, the Kings of Ethiopia, took a new name. Its choice was decided by lot. Zara Yaqob means "posterity of Jacob."

² An idol; the Amharic word signifies "impurity." According to Bruce, Vol. 4, the accused are said to have worshipped cows and serpents.

- ³ The herald acted as a public crier.
- ⁴ Hayq is on the confines of Shoa and Geshe. According to Ludolf (*Comment ad Hist. Æthiop.*, p. 264) exile was the punishment reserved for the nobility.
- ⁵ The Aqabe Saat (guardian of the hour) was one of the principal court officials in Ethiopia.
- ⁶ Gift of Sion.
- ⁷ The Djagual.
- ⁸ The Amharic Malkaḥ means governor or director.
- ⁹ Beht Waded; **only the gate**; important royal officials ranking as principal chamberlains.
- ¹⁰ The house of Solomon through the Queen of Sheba.
- ¹¹ One of the chief judges of the kingdom.
- ¹² A monastery in Tigre.
- ¹³ Satan has glorified him.
- ¹⁴ A place of exile.
- ¹⁵ An official of the royal household.
- ¹⁶ Majordomo or attendant.
- ¹⁷ General of the vanguard.
- ¹⁸ Title of a provincial governor.
- ¹⁹ Garad, one of the numerous titles conferred on governors of provinces.
- ²⁰ Hadya, a kingdom in the south of Ethiopia.
- ²¹ Title conferred on favourite wives of the King.
- ²² Lady of the Right.
- ²³ The King used to invite chiefs to "come to his door."
- ²⁴ Gadayto, a district of Hadya.
- ²⁵ On the Hawasli river.
- ²⁶ All districts of Hadya.
- ²⁷ A locality which cannot be placed with exactitude.
- ²⁸ Basar Shotal (**dagger for the enemy**), probably the name of a crack regiment.
- ²⁹ i.e., priests and monks.
- ³⁰ This vision is later attributed to the King himself.
- ³¹ A regiment(?)
- ³² Amba, mountain.
- ³³ Cambric.
- ³⁴ Silk cloth.
- ³⁵ Probably the main gate, today known as Dadj Salamta.
- ³⁶ A palisaded enclosure.
- ³⁷ Raq Masarotj is the plural of Raq Masare, an official of the royal household.
- ³⁸ Jan Masare, another official of the royal household, a master of ceremonies who introduces foreigners to the throne.
- ³⁹ i.e., their robes of office.
- ⁴⁰ One of the divisions of the royal court.
- ⁴¹ Principal gateway.
- ⁴² The Gate of Food, i.e., the kitchen gate.
- ⁴³ Tent of Meetings.
- ⁴⁴ Tent of the Treasury.
- ⁴⁵ The Lebanon Monastery in Shoa.
- ⁴⁶ The Monastery of Mary in Begemder.
- ⁴⁷ Bizan in Hamasen.
- ⁴⁸ On an island in Lake Tana.
- ⁴⁹ The Halleluia Convent in Tigre near Aksum.
- ⁵⁰ A Shanqalla village near the Mogereib river, an affluent of the Barka.
- ⁵¹ In Amhara.
- ⁵² In the province of Fatagar.
- ⁵³ i.e., the benefactor, a honorific title of the King.
- ⁵⁴ Servant of the Highest.
- ⁵⁵ Plant of Mary.
- ⁵⁶ Servant of Jesus.
- ⁵⁷ Upper front.
- ⁵⁸ One of the high judges, guardian of the royal household.
- ⁵⁹ Lower front.
- ⁶⁰ Fatagar House, perhaps where the revenues from Fatagar Province were stored.
- ⁶¹ The word Tsewa means soldier in Amharic, but here it seems to mean guard regiments attendant on the King or provincial garrisons. All the names that follow are the names of the different Tsewes.
- ⁶² Guardian.
- ⁶³ Eunuch-chamberlain.
- ⁶⁴ Plural of Azaz, "he who commands"; another plural Azazotj; modern meaning, majordomo; contemporary meaning, royal secretary.
- ⁶⁵ Probably ceremonial apron.
- ⁶⁶ Nobles, sing, Geta.
- ⁶⁷ Supreme judge of appeal for ecclesiastics.
- ⁶⁸ Another supreme justice.
- ⁶⁹ Title of one of the officials of the royal household.
- ⁷⁰ Names of Tsewas similar to those mentioned before.
- ⁷¹ Royal jewel house and wardrobe.
- ⁷² "Royal Tent," i.e., the Nazret Bet was as large as 30 tents.
- ⁷³ The Barakat Bet where presents brought for the King were deposited.
- ⁷⁴ Ornate garments.
- ⁷⁵ Gera Baaltehat, Queen of the Left, Qan Baaltehat, Queen of the Right; Baaleta Shehena may be another title of Qan Baaltehat.
- ⁷⁶ Probably the royal chaplain.
- ⁷⁷ According to Bruce, one of the chief judges also charged with driving away hyenas and other wild beasts from the gate of the royal palace.
- ⁷⁸ Among the 44 chief judges there were four Liqa Matone Qaqetoj.
- ⁷⁹ Probably governors of Dabra Djego and Damo.
- ⁸⁰ Wagedat, Shaname and Magarga, meaning unknown.

⁸¹ Most probably Epiphany when the Baptism of Christ is celebrated in Ethiopia by public immersion.

⁸² In the courtyard around the church where the congregation worships according to Ethiopian usage.

⁸³ In Shoa and not the less celebrated one in Tigre.

⁸⁴ Gabra Masqal (Servant of the Cross), the throne name of two Kings previous to Zara Jaqob, Amda Seyon 1314-1344 and Yeshaq 1414-1429.

⁸⁵ The Mashafe Kiden or the Testament of Jesus Christ, according to the Ethiopian church, precepts given after the resurrection by Christ as to the administration of sacraments.

⁸⁶ Ceremonial progress.

⁸⁷ Meserqana, a wind instrument only in royal use; Deb Anbasa, a big drum.

⁸⁸ Commander of military expedition.

⁸⁹ Governor of the maritime province (Eritrea), third man in importance in the kingdom.

⁹⁰ Sire, a province of the Tigre.

⁹¹ Sarawe, another province of the Tigre.

⁹² i.e., Hamasen, in Eastern Eritrea, on the head waters of the Marab.

⁹³ A district in Eritrea.

⁹⁴ Neber Ed, guardian of the law book kept at Aksum

⁹⁵ Guardian of the flies (?).

⁹⁶ January 16. Ter is the fifth month of the Ethiopian year, commences on December 27 according to the Julian calendar.

⁹⁷ The Baala Heg. "These chief judges were at first the Seradj Masare with a horn of ointment; the Liqa Saf, with a horse; the Ayesanafo, with a mule; the Hor Bezen, with food; the Baala Harb, with the golden razor, the Baala Harfa Dadj Qasbasi; the Sahasarge, with the golden ring called Belul Aqambese; he has charge of the lions; the Bestegre, with Debenä, the house of mire; he carries the effects of Seyon. Later there were added: two Behtodad, one of the right, the other of the left, two Geta (nobles); two West Azaj; two Djan Darabotj Azazotj and finally the four judges: the Agabe Saat, the Ques Hase, the Liqa Dabtara and the Liqa Maemeran d'Abbadie, *Dictionnaire de la langue amarinnä*, col. 785-786, of Dillmann **Zara Yacob**, p. 18.

⁹⁸ Sun (?).

⁹⁹ Place of the cradle (?).

¹⁰⁰ Mountain or monastery of thunder (?).

¹⁰¹ Place of Mary.

¹⁰² Fruit of Mary.

¹⁰³ Circa 1441.

¹⁰⁴ In Shoa.

¹⁰⁵ Epiphany.

¹⁰⁶ Patriarch of Alexandria.

¹⁰⁷ Monastery of the Baptistry.

¹⁰⁸ The beast Badlay. In the history of Maqrizi the name of this ruler of Adal is recorded as Shehaal El-Diu Ahmad Bidlal. Arwe or Aure is the Ethiopian for beast or animal!

¹⁰⁹ Market.

¹¹⁰ In eastern Ethiopia, partly inhabited by Moslems.

¹¹¹ Name of a regiment and their commander.

¹¹² Psalm xxxii, 16 and 17 (Nulgate).

¹¹³ Same as the name of the regiment.

¹¹⁴ Fourth Ethiopian month, November 27-December 26, according to the Julian calendar, Tahsas 29 is the December 25.

¹¹⁵ War horse (?).

¹¹⁶ Saint Michael, the chief saint in Ethiopia where he has a feast-day every month.

¹¹⁷ Tabernacle of St. Michael.

¹¹⁸ Court of St. Michael.

¹¹⁹ Monastery of Incense.

¹²⁰ In Shoa.

¹²¹ The Stephanites, a sect which refused to worship Mary and the cross, and which had, on the whole, ideas similar to the Reformation.

¹²² Yakatit, the sixth month in the Ethiopian calendar, begins on January 26 and ends on February 24, according to the Julian reckoning. Yakatit 2 is then January 27.

¹²³ Magabit, seventh Ethiopian month, begins on February 26 and ends on March 26; Magabit 10 is then March 6, day of the feast of the Exaltation of the Cross.

¹²⁴ Perhaps architects.

¹²⁵ A parallel text gives 60 days, which is more probable.

¹²⁶ These provinces are separated from Shoa by the kingdom of Ifat, quite a distance to be covered.

¹²⁷ Probably Cyriacus, the surname of one of his sons Baeda Maryan.

¹²⁸ Canon 66.

¹²⁹ Vide Ludolf **Comment ad hist Aethiop.**

¹³⁰ The Monophysite creed is distinguished by its devotion to the Virgin.

¹³¹ The four beasts of the Apocalypse.

¹³² In which Jews are accused of "eating children."

¹³³ Of the Christ.

¹³⁴ That is, Extreme Unction.

¹³⁵ Concerns the mechanics of the holy sacrament: a careless priest is to receive 150 strokes of the rod for not taking enough care, etc.

¹³⁶ Psalms in honour of the saints.

¹³⁷ Three o'clock in the afternoon.

¹³⁸ The manuscript has 33 instead of the 32 above.

¹³⁹ Dabra Nagnadguad.

¹⁴⁰ Plural of Sasargue, a supreme justice.

¹⁴¹ Helpful Father.

¹⁴² Dabtara, i.e. Doctor, the learned.

¹⁴³ The Lord is Her Glory.

¹⁴⁴ Place of Mary.

¹⁴⁵ Queen of the Left, doubtless the first wife of the King.

¹⁴⁶ A part of ecclesiastic vestments.

¹⁴⁷ Ras presiding over a tribunal (?).

¹⁴⁸ Or Salait.

¹⁴⁹ Recorded in an inscription in Adulis.

¹⁵⁰ Mateb is a small blue chord worn by all Christians in Ethiopia around the neck.

¹⁵¹ The Light has manifested itself (?).

¹⁵² Posterity of Sion.

¹⁵³ Servant of Christ.

¹⁵⁴ Adagsh, doubtless a deputy.

¹⁵⁵ According to Ludolf, this title was given to the governors of Amhara, Damot and Shoa.

¹⁵⁶ Probably the governor of Damo or the superior of Dabra Damo. The meaning of the other titles is not clear.

Education—What For?

By EDITH LORD, Ph.D.*

Education for education's sake can be mere worship of archaic icons. A developing country can look to the past and ask itself, "Shall we build a curriculum which will produce educated Ethiopians in the image of educated Frenchmen, Englishmen, Americans, or some other group?" Or it can ask, "What are the problems of this country which must be solved, the needs which must be met? How can the educational programme best help to solve these problems and to meet these needs? What kind of curricula must we have in our government schools to prepare Ethiopia's children to shoulder the tremendous weight of tomorrow's national and international problems?"

In October of 1955, His Imperial Majesty, Haile Sellassie I, decreed that the Ethiopian educational pyramid would rest on a broad base. His "Notice Declaring the Necessity for Universal Fundamental Education" cites the rôle education has played, and can play, in advancing a nation and in raising a people's standard of living. Nowhere can one find a word suggesting that education should be pursued merely for its own sake; the speech observes that education, information, knowledge—as powers and strengths—can be put to work for Ethiopia, can be made to serve Ethiopians. What, specifically, are some of Ethiopia's needs and problems which could be met by education?

Ethiopia has a tremendous, but quasi-dormant, agricultural potential; yet fewer than half the government schools even introduce simple gardening to students. In round figures, 30,000 children entered the first grade in 1952; of this number, only 5,500 entered the fifth grade in 1956. The 24,500 children who failed or withdrew were subjected during their brief school career, to a curriculum designed to prepare them to enter college. Let us suppose that these 24,500 children who did not go on to the fifth grade had been given elementary instruction in modern agricultural methods. Despite their early academic withdrawals, is it not reasonable to hope that their combined Lilliputian agricultural education, in numbered strength, might have had some small impact on Ethiopia's sleeping giant?

In Ethiopia there is a serious paucity of skilled and semi-skilled labourers, a dearth of skilled workers in the commercial field. Few of the government elementary schools offer manual arts or crafts training to students, and none offer even introductory courses in typewriting or other commercial subjects. We do not know how many of the above-mentioned 5,500 children who entered the fifth grade in 1956 will graduate from the eighth grade in 1959. Existing data permit the rough guess that at least 3,000 of them will withdraw or will fail to achieve entrance to academic secondary schools.

These failures and withdrawals will have little to offer on the job-market, little to contribute to Ethiopia's economy.

Let us suppose that this group of 3,000 young people could present themselves to the needy job-market as slightly skilled carpenters, typists, machinists, seamstresses. An introduction to these skills could be taught in grades five to eight without slighting academic subjects.

The above implied estimate that 2,500 of our original group of 30,000 will enter academic secondary schools in 1959 is exceedingly optimistic.† Only a small fraction of them will ever enter college.‡ The curriculum of the secondary schools does not include even optional courses in agriculture, commercial subjects, industrial arts, or crafts which would give the several thousand academic withdrawals and failures some skill, information, or knowledge which could be put to work to meet Ethiopia's major needs, to solve her major problems.

Ethiopians have an unnecessarily low life-expectancy and an unnecessarily high morbidity rate, on the basis of modern scientific knowledge. This general area of health and sanitation is a very real national problem which could be profitably attached to a curriculum of education oriented toward the country's basic needs. Both the science and social studies courses offered in the government schools could make concrete contributions by offering instruction related to the solutions of major health problems: improvement of general health, elimination of preventable diseases, extension of life.

The moulding of attitudes can be—in fact, is—one of the inevitable byproducts of any educational programme. Apparently, the present attitude-moulding activities of the schools seem to be designed to instil or support the belief that the major goal of education is to enable the students to pass increasingly difficult examinations, so that eventually he may become a college graduate and occupy a position in one of the Ministries. This goal is implicitly, if not explicitly, taught from the first grade onwards. It is not at all realistic for the vast, vast majority of students. More important, for the country's future welfare, this goal is not, as a mass-education objective, related to Ethiopia's primary problems and needs.

Some examples of areas in which attitude-moulding might more profitably be undertaken—both formally in

† Only 1,821 students were admitted to academic secondary schools in 1957. This group of 1,821 is, of course, still following the route begun in the first grade: curriculum designed to prepare them for college entrance.

‡ 110 students were admitted to the University college of Add's Ababa in 1957.

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The Baha'i in Ethiopia

(contributed by a member of the faith).

In the continent of Africa the growth of the Baha'i Faith during recent years has been phenomenal. Over three hundred local spiritual assemblies have already been established in various cities, towns and villages. Two hundred and forty-three African tribes are now represented in the Baha'i community. In Central and East Africa, the total number of believers has more than quadrupled in the last three years. In the British Camaroons alone over 700 new Baha'is have been enrolled since 1958. In the southern part of the continent, in Swaziland, the Paramount Chief's Council, the legislative body for the Swazi nation, has recognised the Baha'i Faith as one of the religions that can be taught in that country, and one of the prominent tribal chiefs has encouraged the teaching of the faith amongst his people.

In Ethiopia and Eritrea, although the faith was introduced in 1930, progress was extremely slow on account of language difficulties, and was interrupted during the invasion and occupation of the country. In the last five years, however, growth of the faith has been more rapid, and there are now two local spiritual assemblies and 25 centres with a total membership of about 180, of both sexes, representing five tribes and people of Christian and Muslim backgrounds. Baha'i literature has been translated and published in the Amharic and Tigrinya languages.

In an attempt to offer a brief introduction to the Baha'i faith we can do no better than quote certain passages from "The Faith of Baha'u'llah—A World Religion" in which Shoghi Effendi, in his capacity of Guardian of the Baha'i faith, outlined its origin, teaching and institutions for the United Nations Special Committee on Palestine.

"The faith established by Baha'u'llah was born in Persia about the middle of the nineteenth century. As a result of the successive banishments of its founder, culminating in his exile to the Turkish penal colony

of Akka, and his subsequent death and burial in its vicinity, it has fixed its permanent spiritual centre in the Holy Land, and is now in the process of laying the foundations of its world administrative centre in the city of Haifa.

"The fundamental principle enunciated by Baha'u'llah . . . is that religious truth is not absolute but relative, that Divine Revelation is a continuous and progressive process, that all the great religions of the world are divine in origin, that their basic principles are in complete harmony, that their aims and purposes are one and the same, that their teachings are but facets of one truth, that their functions are complementary, that they differ only in the non-essential aspects of their doctrines, and that their missions represent successive stages in the spiritual evolution of human society."

Aim and Purpose

"The aim of Baha'u'llah is not to destroy but to fulfil the revelations of the past, to reconcile rather than accentuate the divergencies of the conflicting creeds which disrupt present-day society. His purpose is to restate the basic truths which these teachings of earlier prophets enshrine in a manner that would conform to the needs, be in consonance with the capacity, and applicable to the problems, the ills and perplexities of the age in which we live.

Principles

"The Baha'i faith upholds the unity of God, recognises the unity of His prophets, and inculcates the principle of the oneness and wholeness of the entire human race. It proclaims the necessity and the inevitability of the unification of mankind."

History

"The Baha'i faith revolves around three central figures, the first of whom was a youth, a native of Shiraz, named Mirza 'Ali-Muhammad, known as the Bab (Gate), who in May, 1844, at the age of 25, advanced the claim of being the herald of one greater than himself, whose mission would inaugurate an era of righteousness and peace. Swift and severe persecution, launched by the organised forces of Church and State in his native land, precipitated successively his arrest, exile, imprisonment, and execution in July, 1850.

Twenty thousand of his followers were put to death with such barbarous cruelty as to evoke the warm sympathy and the unqualified admiration of a number of Western writers.

"Mirza Husayn-'Ali, surnamed Baha'u'llah (the Glory of God) . . . whose advent the Bab had foretold, was assailed by those same forces of fanaticism. He was imprisoned in Tehran, and subsequently banished in 1852, first to Baghdad, thence to Constantinople and Adrianople, and finally to the prison city of 'Akka, where he was incarcerated for 24 years, and in whose

(Continued from preceding page)

science and social studies courses and informally in all courses—are the following:

Information on psychological and sociological research findings which indicate that no tribe, race, or national group is innately inferior or superior, that only traditional attitudes, cultural heritages, and training subsequent to birth make the readily observable differences between persons from different tribes, races, or nations.

Discussion of the history of attitudes toward work, toward manual labour, of the dignity of labour, with head or hand, and of the wisdom of bending skill and knowledge to man's service.

Socrates said, "The unexamined life is not worth living." Ethiopia's educational programme is a living thing. Let all concerned examine it relentlessly.

Reflections on Ethiopia's Economic Development

The following unpublished essay was written by our late Editor after a visit to an exhibition held last year by the Ethiopian Ministry of Industry, Commerce and Planning. It is still of topical interest.

ETHIOPIAN POTENTIALITIES AND PROGRESS

The Annual Exhibition organised by the Ethiopian Ministry of Industry, Commerce and Planning, was arranged to coincide with the Conference of Independent African States held in Addis Ababa in June, 1960.

The exhibition was a highly impressive manifestation of the vast natural resources of Ethiopia and of the efforts being made to develop these resources in every field.

The numerous exhibits were contributed by the diverse Ministries and functional institutions of Ethiopia, and was a fine co-operative effort on the part of all concerned. It was worthy of study by all who are participating in Ethiopian development and must have been of absorbing interest to the representatives of the other Independent African States, all of which are engaged in the same titanic work of developing the latent but hitherto unexploited resources of their liberated countries.

It is pleasing to record that the people of Addis Ababa and many who travelled there from further afield flocked in

large numbers to see the exhibition and that they studied the exhibits with keen interest. Many young people were seen with notebooks, jotting down facts and figures. More than a week after the opening people were still streaming into the Art School, where the Exhibition was held, on foot, in cars of all sorts, or crowded into lorries. Every class of Ethiopian society, every type of income group were comprised among the Ethiopian visitors, as well as members of the foreign communities, particularly the teachers, who also encouraged their pupils to attend. The Exhibition was fortunately open each day for a considerable period after the termination of school hours, as well as on Saturday till dusk.

On approaching the school to enter the Exhibition, the visitors' attention was drawn to a number of sculptures produced by students of the school—a seated female figure, carved by the students from a block of cement, considerably larger than life, formed the centre of the group. A torso also carved in the round, a number of bas-reliefs carved on stone and a couple of mosaic panels are perhaps in some cases a trifle crude and tentative but they manifest courage and initiative. It is good to find the students early adventuring into stone carving—the true work of the sculptor. They are not spending, as sometimes happens the greater part, or even the whole, of their art school life in repeated copies and compositions modelled in clay, most of which will be powdered down into shapeless clay soon after completion and few of which are even cast in plaster—a poor substitute for stone.

On entering the Exhibition the visitors saw first a record of the Emperor Haile Sellassie's tour of friendly countries of both the Eastern and Western blocs—a mute but pregnant evidence that Ethiopia maintains an independent foreign policy and as a loyal founder-member of the United Nations takes no part in the tensions between East and West which are causing anxiety to the world.

Economic Progress and Overseas Trade

The Ministry of Commerce, Industry and Planning and the special Planning Board had prepared a series of maps tables and graphs which were displayed on the walls and clearly indicated the state of Ethiopian overseas commerce in the country's main branches of production which are predominantly those of agriculture and stock-raising.

The rate at which the planners of Ethiopia's Five Year Plan anticipated exports would rise in each branch was shown by the graphs and the actual rate achieved.

The fall in coffee prices, a world-wide phenomenon, was here seen to have defeated these expectations, but it could be seen also that this misfortune for Ethiopia was gradually being overcome by a rise in the export of other agricultural products.

Many other facts of considerable interest showing the country's rate of economic progress could be learnt from

THE BAHÁ'Í IN ETHIOPIA

(Continued from previous page)

neighbourhood he passed away in 1892. He expounded, in over a hundred volumes, the principles of his faith, proclaimed his message to the kings and rulers of East and West, both Christian and Muslim, addressed the Pope, the Caliph of Islam, the Chief Magistrates of the Republics of the American continent, the entire Christian sacerdotal order, the Shi'ih and Sunni leaders of Islam, and the high priests of the Zoroastrian religion.

"His eldest son, 'Abdu'l-Baha (the Servant of Baha), was appointed by him as the authorised interpreter of his teachings." From early childhood he had been closely associated with his father, shared his exile and tribulations, and remained a prisoner until 1908 when, as a result of the Young Turk Revolution, he was released. Soon after he embarked on a three-year journey to Egypt, Europe and North America to preach the Baha'i faith. He returned to Haifa on the eve of the first World War, and passed away in 1921.

'Abdu'l-Baha appointed his grandson, Shoghi Effendi, as the Guardian of the Baha'i faith, which has already been established in 255 countries, and numbers among its supporters Christians, Muslims, Jews, Hindus, Sikhs, Zoroastrians and Buddhists. It has published Baha'i literature in 261 languages and established 31 national and 1,275 local councils elected by its adherents which are paving the way for a world council, to be designated as the Universal House of Justice. It disposes of endowments, estimated at several million pounds spread over every continent. It has houses of worship in Russian Turkistan and on the shore of Lake Michigan. Temples are under construction in Kampala, Uganda, Frankfurt, and Sydney.



Koka dam

these charts. Gold production, which though not large, is of considerable value to the Ethiopian economy, was seen to have fluctuated considerably. It shot up amazingly on the discovery of a new reef, but this disappointingly was soon exhausted, whereupon production fell rapidly, almost to its previous level.

Other graphs displayed the increase which has taken place in the production of electric light and power, now very largely accelerated by the completion of the Koka dam. The price of electricity has already been reduced to half its former cost. This will stimulate industrial as well as domestic consumption.

A large-scale map of Ethiopia indicated where major development projects have been initiated and are either in course of survey or construction, or have been completed. These included, beside Koka dam, the new Port of Assab and Zula and Arkiko dams in Eritrea, a number of dams on the Blue Nile and other development in the Bahr Dar area.

These projects include the production of hydro-electric

power for industry and domestic purposes—schools, hospitals, public buildings and so forth—and also the provision of irrigation to fertilise dry lands.

Another map revealed the overall position of Ethiopian commerce. Here we noted a still large importation of cotton, raw and manufactured, from the Asian countries, which has not hitherto been compensated by substantial exports to those countries. This is largely due to the fact that Ethiopian exports, largely coincide with the production of those countries. The recent advent of Indian capital and management to found industries in some measure redress the balance, but Ethiopians with capital to invest should consider very seriously the position created for their country by the necessity of looking abroad for capital investment, instead of finding it at home.

The need is obvious for co-operative enterprises to enable Ethiopians of small means to partake, each on a modest scale in the development of their country.

The Ethiopian Government has itself taken the initiative on several branches from the time of the railway and

the tobacco monopoly instituted by Emperor Menelik II, printing, carpet-making, dairy-farming, banking, omnibuses, hospital services and numerous amenities owe their existence to government initiative. Restricted revenue has limited such government economic and social activities.

As clearly shown by the Ministry, while Ethiopia's imports from the Asian countries are large and her exports small, a reverse situation exists in her commercial relation with the United States of America. Her exports there mainly consisting of coffee, is relatively large, U.S.A. being her largest customer for this, her main crop. Imports from America are, however, small, because the cost of transport is great and the price of the goods high.

Europe was shown by the graphs to occupy an intermediate position in Ethiopian commerce. Ethiopia buys more manufactured goods from Europe than from America. She sells a smaller proportion of their coffee to Europe than to U.S.A., but the major part of Ethiopian hides, skins oilseeds, pulses and other agricultural products go to Europe.

Turning to the graphs dealing with industry a small but steady increase was apparent. The expansion of sugar production is substantial. It has partially kept pace with a constantly increasing consumption. Nevertheless, owing to this steep increase, a reduced importation has remained necessary. Another sugar factory is in course of erection, another sugar estate is being planted. These will obviate all need for sugar imports and a sugar export trade may possibly be developed. Ethiopia has excellent potentialities for sugar growing.

The graphs show that cotton production is also rapidly increasing. The Dire Dawa textile factory has been several times enlarged. The Diabaco cotton factory near Ethiopia Airport, came into production a few years ago. The Indo-Ethiopian textile factory at Akaki, near Addis Ababa, was opened in 1960 and will produce large quantities of cotton yarn and cloth. The Barattollo cotton textile factory in Asmara, Eritrea, has also a considerable production. A new cotton factory is also to be established at Baher Dar, near the source of the Blue Nile where hydro-electric power which will serve this enterprise is to be generated, and also in the Awash Valley with power from Koka Dam.

Cotton is now being grown at Tessenei in Eritrea to supply the Barattollo factory. Cotton will also be grown at Zula, profiting by irrigation from Zula Dam.

All these new sources of cotton growing and manufacture should enable Ethiopian farmers and workers to obtain from Ethiopia itself the cotton material they mainly wear. It should cost them less than the imported cloth they largely purchase at present.

The problem created by foreign-owned factories and plantations, where proprietors take their profits out of the country without making an adequate contribution to its revenue has been emphasised by the State Bank of Ethiopia. It is a problem all the African countries must face. The virtue of the exhibition organised by the Ministry of Industry and Commerce is that it displays to the average Ethiopians the varied resources of their country and enables them to get a fairly good view of how far these resources have been developed and what is being done with the produce derived from them. One important item is missing, as in many such surveys because it is somewhat difficult to ascertain; namely what is consumed per capita,

by the Ethiopian people, of the agricultural produce from which the national revenue is mainly drawn.

Literature

The Ministry of Commerce, Industry and Planning had some valuable literature on view. This included such documents as "The Five Year Plan." "The Five Year Plan Implemented" and numerous special studies of special aspects of Ethiopian production, commerce and economy.

These documents may be obtained from the Ministry or from the Government publishing office in Haile Selassie Avenue.

The Institute of Public Administration, a joint Ethiopian and United Nations enterprise, had also a stall of informative literature.

Transport and Communications

Other exhibits demonstrated the very considerable progress made in transport and communications under the efficient management of the Imperial Ethiopian Highway Authority and the Imperial Ethiopian Telecommunications Board.

Education

Education is, of course, recognised as essential to efficient development. Modern scientific agriculture and industry call for a basic education of the operators, sufficient to enable them to understand the complicated processes they are now expected to perform. They call also for highly trained technicians.

The progress of education was demonstrated by tables. These revealed that the number of pupils in primary schools has not increased to the extent anticipated by the Five Year Plan. On the other hand the number of young people attending schools of middle, secondary and higher education far exceeded anticipations of the authors of the Plan. The reasons for these results are not altogether difficult to estimate. The government was not able to build as many new primary schools as had been hoped by the authors of the plan—in part because of the fall in customs revenue owing to the fall in coffee prices, in part to government expenditure in other directions, including the extension of higher educational institutions. Moreover, the boys and girls at school did better than was expected of them. The formerly large fall-out at various stages, for reasons of ill-health and of financial pressure in the families, was reduced among primary school pupils; a larger proportion than was formerly the case, completed the primary grades and passed on to those of the Middle school. The fall-out from the Middle and Secondary schools was also reduced; the number of young people reaching and completing the higher grades was thus substantially increased. These changes appear to indicate a greater appreciation of the value of education, a higher standard of health among the pupils and perhaps a higher standard of teaching which may have rendered school more interesting and thereby encouraged children to persevere. It must be understood that until there are sufficient schools to accommodate all the children and sufficient teachers compulsory education cannot be introduced.

The reduced fall-out from the lower grades has forced the government to expand the higher schools.

Agriculture

In the section devoted to agriculture, diagrams portrayed approximately the division of Ethiopia's 12,301,000 square kilometres of territory:

Desert: 31 per cent,
Coffee Forests, 06 per cent;
Grazing, 28 per cent;
Lakes and Rivers, 13 per cent;
Land under Crops, 8.1 per cent;
Woods and Bush, 31 per cent;

The relatively small area of cultivated land will be a surprise to many persons interested in Ethiopian economic progress. Here is demonstrated the importance, indeed the vital necessity of the land distribution scheme which the Emperor Haile Sellassie has initiated and the arrangements being made for co-operation among the newly established farmers with loans for the purchase of agricultural machinery and expert advice to enable them to cultivate the land now being distributed. At all

costs it is evidently essential for Ethiopia to increase and to improve the area of her cultivated land.

The annual bulk earnings from each type of export crop were graphically displayed:

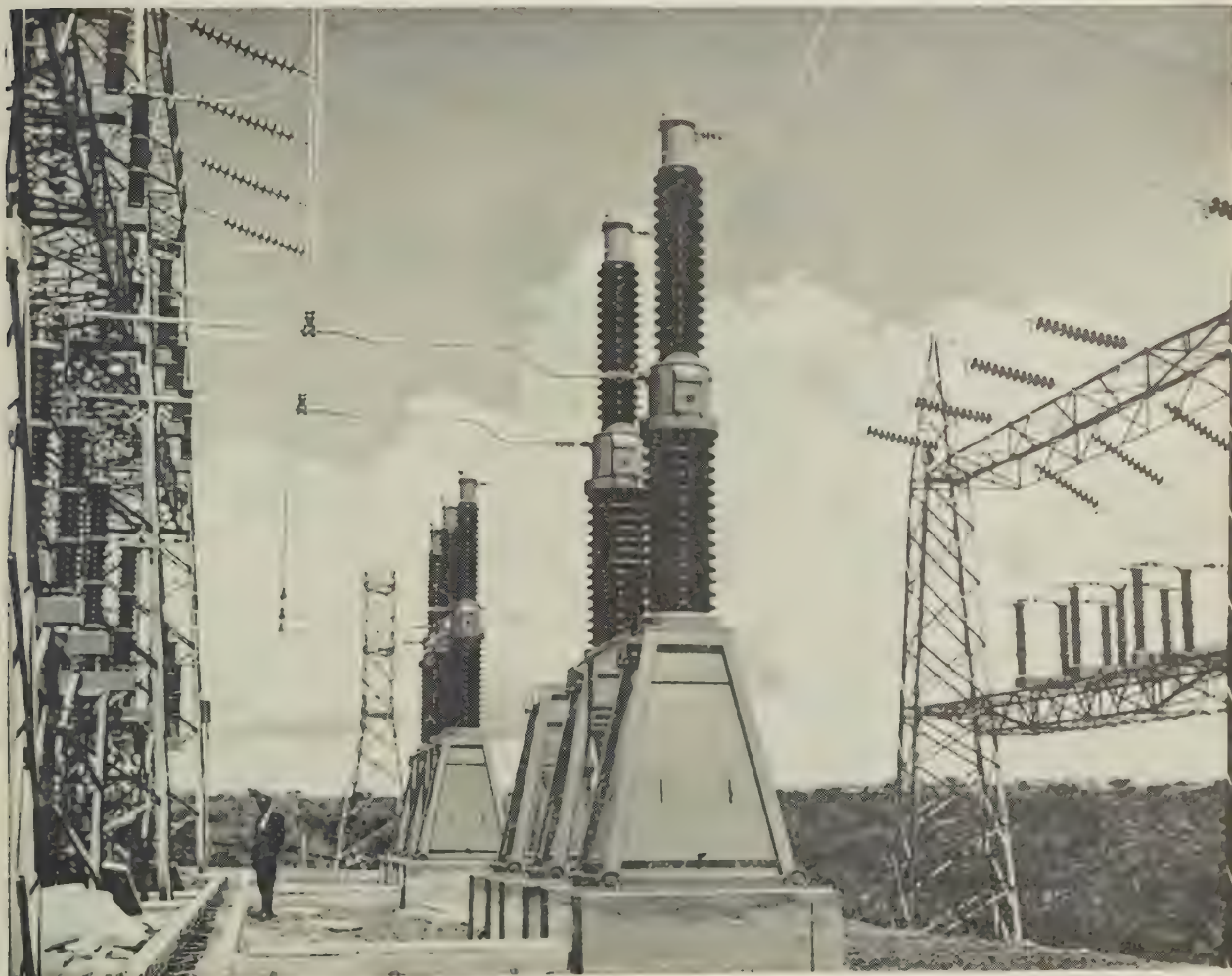
Coffee, 108 million Ethiopian dollars;
Oilseeds, 17 million dollars;
Hides, 14 million dollars;
Cereals, 9.7 million dollars,
Other products, 28.8 million dollars.

The total earnings of agricultural export crops was given as 176 million Ethiopian dollars.

The considerable proportion of the national income derived from the relatively small area under coffee is remarkable. Nevertheless, with improved cultivation, gathering and processing, the income from coffee could be greatly increased.

Agricultural Education

The importance of progressive modern techniques in present-day agriculture and farming is recognised by the



A part of the switch yard at the Koka dam

Ethiopian Ministry of Agriculture, as the educational exhibits of the Ministry demonstrated.

Along with photographs of the educational institutions maintained by the Ministry and of this work, statistical information of the expanding number of their graduates was supplied:

Graduates of the Imperial College of Agriculture

1958, 28 graduates; 1960, 152 graduates.

Graduates of Agricultural Schools

Year	1952	1955	1958	1961
No. of Graduates	19	62	142	401

Statistics are also given of the vaccination of cattle in the effort to control cattle disease as follows:—

Cattle Vaccinated

Year	1951	1954	1957	1959	1960
No. of cattle vaccinated	714	1075	2341	2735	3225

Extension Workers

Extension workers, trained by the Ministry of Agriculture, are sent to the rural areas to assist the farmers. They distribute tested seeds from the agricultural research station and advise on sowing, cultivation and harvesting. They furnish improved breeds of cattle, sheep and poultry, advise and demonstrate modern methods of animal husbandry and poultry rearing. They vaccinate cattle, demonstrate sheep-shearing and the use of modern shearing implements.

They organise children's poultry clubs and teach the children how to build poultry houses, laying and nesting-boxes and how to feed the chickens.

In the exhibit were displayed a picture of a small Ethiopian hen who had fended for herself, without any other food, than she was able to scratch around the homestead. Along with her photograph were shown in a box attached to the stand a number of the little eggs she and her kind are accustomed to lay. The photograph of a large, plump, cross-bred hen who had been carefully reared and housed from the time she was hatched and fed on grain. Below her picture was a box of some of the large eggs hens of this type are laying for the children of the poultry clubs in Ethiopia today.

In short the Exhibition was calculated to interest people in every walk of life.

The Development Bank

The essential part played by the Development Bank in the promotion of industry and agriculture was demonstrated by charts giving statistical information concerning the loans for the establishment of industries and for the improvement of agriculture granted by the Bank. Photographs of factories built by the assistance of the Bank were also displayed; these included the new premises of the Ceralia bread, cake, biscuit and pasta bakery at Little Akaki, near Addis Ababa, and other factories in the same neighbourhood, the A.N.S.C.O. shoe factory, also near Addis Ababa, the Barattolo cotton factory in Asmara and many other enterprises in Eritrea.

The Bank has taken an active part in promoting the extension and improvement of coffee growing. By its loans to the growers, the inspectors and advisers it maintains

in the coffee areas and by the "Aquapulper" for "wet" processing of coffee it has installed at Suntu, the Bank has done much to improve coffee-growing and processing standards. Its loans to farmers of other crops have also been helpful to Ethiopia's national economy.

It is interesting to observe that a major part of present-day Ethiopian manufacturing industry was started with assistance from the Development Bank. If the scale of such assistance has been modest, this is mainly due to the failure of industrial enterprise among the residents in Ethiopia of the several nationalities. The Bank is prepared to lend to all applicants, provided the project is reasonably sound and security for repayment is forthcoming.

Public Health

The expanding Public Health services and Hospital services of Ethiopia were attractively demonstrated, not alone by statistical information, but by photographs of work proceeding in such institutions as the Princess Tsahai Memorial Hospital, where Professor Burrow was seen beside a skeleton, teaching a class of nurses, the Ethio-Swedish Paediatric Clinic in the Princess Tsahai Memorial Hospital compound and many other hospitals, the new Malaria Control Centre, the Gondar Public Health College and the Princess Zenebe Work Leprosarium, which by the strenuous zeal of Dr. Schaller and His Imperial Majesty's unfailing interest is being entirely replanned and re-housed in its extensive compound on the Jimma Road.

It has been possible here to mention only a few of the exhibits. One would desire to describe more fully many more institutions and their exhibits, did space permit.

Architecture and Town Planning

The architectural and town planning exhibits were of the greatest possible interest. One may mention first of all the model of "Africa Hall," the headquarters of the United Nations Commission for Africa, which the Ethiopian Government has built as a gift to the Commission, and which was not yet completed at the time of the Exhibition.

A model of the exterior of this fine building was reproduced in *Ethiopia Observer*, Vol. 3, No. 3. A model of the interior, which is even more attractive, was on view at the Exhibition.

A model of the projected new State Bank of Ethiopia was also displayed. The new Bank has been carefully designed to suit its purpose, it will certainly be an enormous improvement on the present old, Italian-built premises. It will largely facilitate the despatch of banking business. The Bank employees will greatly appreciate the ample and well-lit offices when they remove from the present cramped dark premises, where in many parts of the building, artificial light has to be used all day.

Most exciting, however, to every Addis Ababa resident, were the remarkable new plans for the improvement of the city. These are most notable in the area in the heart of the business quarter, comprising the neighbourhood of Haile Sellassie Star Square and the present State Bank, soon to be replaced. Many old properties erected here haphazardly in former times, will shortly disappear, making way for a truly impressive change which will render Addis Ababa a much more beautiful city. Set, as it is, among lovely mountains, it is in process of becoming one of the most delightful cities in the world.

At Aratkilo also, where a number of one-storey shacks have long outlived their time and have become wholly inappropriate, considerable changes are planned. A large and important building, designed by the young Ethiopian architect, Mikael Tedros, will accommodate the Mapping and Geographical Institute, at present poorly housed in cramped and unsuitable premises. In the nearby University College area there will be considerable improvement.

The Imperial College of Engineering, which has grown up from the basis of an old Italian building, lacking in all architectural distinction, will be transformed and will become an edifice worthy of Addis Ababa and of its own important role in preparing the youth of Ethiopia to play a vital part in the development of their country.

All these and many more plans for the transformation of Addis Ababa could be studied at the Exhibition, in coloured perspective drawings and in plans, showing where the new buildings will stand and how the road system will be re-constructed.

Incidentally the models and aerial photographs of the various structures of the Ethio-Swedish Building College revealed to the interested observer that behind the façade facing the road much else has been coming into being at the college.

An attractive drawing portrays the new premises of the Music School.

Stirred by all the changes which are preparing for Addis Ababa, visitors to the Exhibition were surprised by a multi-

tude of plans for enlarging and improving other Ethiopian cities and towns in many parts of the country.

Not least impressive was a relief map of Lake Tana and neighbourhood, showing the future city of Bahr Dar, the projected dams on the Blue Nile and the hydro-electric power plant, for all of which scientific studies have been meticulously carried on during the past four years.

Minerology

The section devoted to geology and minerology was among the most enthralling to this observer. Here were to be seen an immense variety of stone suitable for building, including a coal-black basalt and various types of red stone. A study of coal formations may prove important to the national economy in a few years' time. Some specimens of high-grade asbestos revealed the easy possibility of rendering Ethiopia independent of this type of imported ware.

A large-scale map of Ethiopia indicated by little flags of various colours where highly important minerals are located. Gold was seen to exist in many more areas than have yet been worked.

Even more important, it was shown that gas erupts in numerous areas. When capital and labour are applied to the exploitation of this source of fuel and energy, it will doubtless prove as valuable, or even more valuable, to Ethiopia than the recent discovery of gas in Italy is already proving to the economy of that country.



Massawa, Jewel of the Red Sea

A number of beautifully coloured marbles offer delightful aesthetic architectural possibilities. These will far outlive and enormously surpass the courses of brick and paint, which in the present fashion for highly-coloured buildings are nowadays lavishly used. The brick will soon lose some of its colour by weathering—after all it does not really combine well with stone. As for the paint, unless frequently renewed, it will become very shabby—at best it is highly inferior to beautifully coloured stone, which has an architectural quality paint can never achieve.

Archaeology

The archaeological exhibit revealed further beautiful and historically important discoveries in Northern Ethiopia by the industrious team of French archaeologists and their Ethiopian colleagues.

The National Library

The National Library Exhibit recorded its expanding readership. It is still operating on a strictly modest budget in premises far too small for its readers and its volumes, though it is of course vital to the cultural life of Ethiopia.

The statistics displayed at the Exhibition show that the

annual attendances at the Library have increased as follows:—

1957: 21,839. 1958: 42,057. 1959: 64,179.

The number of books has also increased, but at a slower rate, owing to a restricted budget:—

1957: 37,634. 1958: 40,193. 1959: 44,407.

In a small glass-case the Library displayed some of its choicest treasures. The most precious of these was the oldest Ethiopian MS the Library possesses. As revealed by its text, it was written in 1370 A.D. It is therefore older than any of the Ethiopic MSS in the British Museum, most of which were taken from Emperor Theodore's collection at Magdala. Written, as all the old Ethiopian manuscripts are, in the ancient language, Ge'ez, this manuscript of the four Gospels came to the Library from the island Monastery of Lake Haik.

The oldest printed book in the Library was also shown in the same case. It was a psalter printed in Ge'ez by John Potkin in Rome, in the year 1513. It is thus a very early example of printing in any language and must certainly be one of the earliest books printed in Ge'ez.

(Continued on page 180)



Commercial Port of Massawa: New Warehouses and Great Cranes



An historic photograph: Jomo Kenyatta at the Pan-African Conference in Manchester in 1946. The Kenya African leader was a firm advocate of Ethiopian-Eritrea Reunion

REFLECTIONS ON ETHIOPIA'S ECONOMIC DEVELOPMENT

(Continued from page 178)

Two modern manuscript prayer-books, presented to the National Library by the Emperor Haile Sellassie, were included in this small case of choice specimens, because of the beauty of their script and of their binding.

* * *

The Exhibition should have been an inspiration to the fortunate youth of Ethiopia who have succeeded in obtaining admission to the Primary school and have passed to the secondary school, from which time forward they are assured of a career with Government support. The varied exhibits displayed in the Exhibition indicated the numerous careers which are open to them. They may perhaps select agriculture and take part in the work of making two or many more ears of corn grow where only one grew before; thus they may help to increase the food supply of the people and to insure the country against famine. Or they may devote themselves to increasing the milk

supply, and thus become guardians of infant life. They may choose to be engineers, erecting dams to provide electric light and power for industry and irrigation—the life-blood of agriculture.

They may become prospectors for minerals and discoverers of the hidden wealth beneath the surface of good Mother Earth. By a fortunate discovery they may raise the economic level of Ethiopia and open a new chapter in her long history.

Any one of these and other numerous careers may be achieved by their own goodwill, intelligence and devotion. Thus, life may be, for men, a wonderful adventure, giving infinitely more satisfaction and happiness than ever they could obtain by the wealth which can provide fine clothes and fine houses and a round of empty pleasures which soon become tedious and stale.

How much more interesting it is to take part in creating the real things of the world than to sit in an office doing, or not doing, routine work all day.

The Institute of Public Administration

The Institute of Public Administration was created by the United Nations Technical Assistance Organisation to provide a branch of higher education which would assist in the efficient functioning of the Civil Service.

An efficient Civil Service is essential to the good government of a modern State. Upon the Civil Service depends the day to day maintenance of public order, the administration of the Health, Education, Transport and Communications services; the collection of revenue; indeed, of innumerable services which must be constantly operated and maintained, by unknown Civil Servants. Rulers and Ministers introduce policies; Civil Servants execute them.

The more numerous are the modern innovations introduced, the more complicated administration and the work of the Civil Service becomes. The more necessary it therefore becomes for the Civil Service to practise efficient methods, to avoid dissipation of effort on out-of-date, time-consuming procedures unsuited to the requirements of modern institutions, and by lack of the equipment which has been designed to facilitate the methods of the modern age. How widely the convenience of certain types of modern equipment is realised, is seen in the adaptation of the typewriter to ancient scripts, such as the Ethiopian and the Japanese, and the extensive

use of the comptometer in the Government offices of Ethiopia as well as in those of most other countries.

Innovations involving human personalities and their status have everywhere been more difficult of acceptance.

In the countries of Western Europe, which early developed modern institutions, a long process of development, not without struggle and conflict, preceded the creation of an efficient Civil Service. Nepotism and political and financial influences were not easily replaced by selection on the basis of open competition in public examinations wherein the names of the candidates are unknown to the examiners. Relationship to this or that influential personage was not rapidly replaced by selection on the basis of open competition appropriate to the duties attached to Civil Service appointments. The establishment of security for the members of the Civil Service and immunity from dismissal when the Ministers under whom they had worked fell from office, had also to be won—in short the creation of a permanent Civil Service was a lengthy process.

Time was in England that impecunious poets and painters, but more often, persons of meaner sort, were suitors long attending on Ministers in the hope of

obtaining a sinecure in some branch of the Civil Service. Some of such suitors were men of noble mind capable of producing work of value to the country, if not in the Civil Service at least in the service of their muse, and some were of value to both professions. Today, however, all that is gone. Unrequited talent looks, albeit not too hopefully, to the Civil List. The national administration has doubtless benefited by the creation of a Civil Service chosen by examination and entitled to fixed conditions of employment, salary, promotion and pension.

The development of systems of management and routine in the offices of every branch of government administration has also been a long process; it did not spring complete from the mind of any Minister; it was the result of extended trial and effort, and there is still room for development and improvement. New techniques and new equipment are still being produced.

During the years since the United Nations was founded, considerable experience in administration and office routine has been gained by the International body. Many systems of organisation and methods of work have been tested; many techniques in clerical and archives work have been developed. The Technical Assistance Mission of the United Nations, now operating in many countries are willing to place this administrative experience and knowledge at the disposal of governments applying for it.

In 1954 the Ethiopian Government requested the United Nations to establish in Ethiopia an "Economic Development and Public Administration Institute". In response to this request, Dr. S. H. Ahmed, Chief of the African and Asian Unit of the U.N.O. Public Administration Division was sent to discuss with the Ethiopian Government the sort of help which would be most useful to Ethiopia.

An Agreement between the Ethiopian Government, and the United Nations Technical Assistance Mission, dated July 17, 1956, provided for the services of three Public Administration experts, an Administrative Assistant and the establishment of the Imperial Ethiopian Institute of Public Administration. The Institute was to be furnished with a suitable library and was to advise the Ethiopian Government on Civil Service problems.

The Institute of Public Administration was at first temporarily housed in some rooms on the ground floor of the main University College building but later moved to its own premises. Its staff consists of Mr. Ian Fraser, director, Ato Ayel Zeleke, and co-director, Mr. A. Rubin, an assistant director, as well as five senior public administration assistants, two administrative assistants, and other workers.

The United Nations Technical Assistance Mission provides the services and pays the salaries of the four

experts, and has given some books to the research library. The Ethiopian Government pays all other expenses.

The Research Division has produced a Directory of Ethiopian Government Officials, which it is hoped to keep up-to-date, and is working on a handbook of Government. Its policy is to make researches into factors significant to Ethiopian public administration in two categories. 1. Ethiopian sources: To collect and classify information on the Ethiopian Constitution, law and Ethiopian organs of government and administration, the Parliament, Provincial and Local Authorities.

An alphabetical index with cross-references has been compiled and indexed for the Ethiopian official gazette, "Nigarit Gazeta."

The Ethiopian Constitution of 1955 and the new legal codes now being adopted, are available in the research library of the Institute. It is hoped to compile a handbook of Municipal and Provincial Government, giving the composition and the franchises, the powers, and responsibilities of the many local authorities, the boundaries of their areas, the regulations issued by them, with index and cross references. A file will be kept of the publications of every Government department and agency and all important matters concerning them.

2. The Research Division also aims at supplying such information concerning public administration in other countries as may be useful to the Ethiopian Government and its officials, including specialised books on economics and administration published abroad.

The Research Division, and the Institute as a whole, are eager to be in the closest possible touch with Ethiopian Government departments and are ready to advise and consult on research and other problems.

Training Division

The primary object of the Training Division of the Institute is to hold conferences with members of the higher and middle ranks of the Civil Service and to give them the benefit of United Nations experience in this field, with a view to reorganisation where judged useful. Not very much has yet been done in this aspect of the Institute's work, but hope is expressed for future progress.

By September 1957, three introductory courses of twelve weeks' duration had been held by the Training Division for Government employees. Each course covered twelve weeks and included five subjects. The

lecturers on Ethiopian Government were Dejazmatch Amha Kassa and Mr. Fraser; on Elements of Public Administration, Mr. Angus; on Organisation and Methods, Mr. Ward; on Public Finance, Mr. Angus, and on Personnel Administration, Mr. Ward.

Four further lectures were given on Comparative Government, Public Finance, Comparative Finance and Budgeting and Finance. Lectures on the Ethiopian Constitution were given by Judge Marein (then Ethiopian Advocate General) and Mr. Oliver.

Ministries and agencies had been asked to release their employees for attendance at the lectures, employees came from the Ministries of the Interior, Justice, Defence (the Marine department), Public Works, Pensions and Commerce; also from the State Bank, the Imperial Bodyguard, the Police, Ethiopian Airlines, the Imperial Board of Telecommunications and the Addis Ababa Municipality. The attendance was mainly from the lower ranks of the Civil Service.

An examination was held at the end of five weeks, in order to eliminate those who from too slight a knowledge of English or other causes were unable to follow the courses effectively. At the end of twelve weeks a final examination was held and a certificate was granted to those who had been successful in five subjects. The certificate was granted with some reluctance, the desire of the experts being to enable those who attended to do good work in their present employment, but the certificate was appealed for as a means of obtaining better paid work with so much insistence that the decision to grant it was made.

In the final examination seven persons passed in all five subjects, eleven passed in sufficient subjects to make up five passes with subjects previously taken with success in other courses. Eighteen persons were therefore granted certificates. Sixteen persons had obtained certificates as a result of the two previous courses, making thirty-four certificate holders in all.

There are many applicants for further day courses and also for evening courses, but the director of training is endeavouring to induce all the Ministries and Government agencies to release employees for the training courses before deciding to hold evening classes.

The Training Division has been asked to train 1,200 people employed by the Ethiopian Local Authorities; the Awraja, the Wereda and the Mektil Wereda. For this purpose the Institute has proposed to train twenty lecturers and to produce for them training material in Amharic and visual aids. The lecturers would receive two months' training, during which they would attend 160 sessions, each of from 1½ to 1¾ hours.

The subjects in the course would be divided into four parts and devoted to teaching, practical work and prob-

lems, and revision, the number of sessions devoted to each aspect being as follows:

	PART I		
	Teaching	SESSIONS Practical Work and Problems	Revision
1. The Ethiopian Constitution	4	2	1
2. Government of Ethiopia ..	6	2	2
3. Functions of the Ministry of the Interior	2	2	—
4. Functions of the Ministry of Finance	2	1	1
5. Organisation of the Minis- try of the Interior	2	—	—
6. Structure of Provincial Government	3	1	2
7. Functions of the Governor- General of the Province and his staff	4	2	2
8. Functions of the Governor of the Awraja and his staff	3	2	2
9. Functions of the Sub- Governor of the Wereda and his staff	3	2	2
10. Functions of the Sub- Governor of the Mektil Wereda and his staff	3	2	1

PART II			
Techniques for the work of the	Public	Officials	concerned:
1. How to deal with enquiries	2	1	—
2. Archives	5	3	2
3. How to draft letters and memoranda	3	2	1
4. Use of Telephone and Telegraph	2	1	—
5. Use of forms	3	2	—
6. Sample report writing	3	3	—
7. Visits to Areas	3	1	—

PART III			
1. What the Awraja and the Wereda want to know from the Mektil Wereda	4	2	2

PART IV			
1. How to interpret and carry out instructions	3	2	1
2. Good office practices, tidi- ness, cleanliness	—	—	—
3. Replying to letters in good time, etc.	4	2	2
4. Simple statistics	3	2	2
5. Census work	5	2	3
6. Accuracy in record keeping	2	1	1
7. Qualities of a good public servant	3	2	1

It will be noted that some subjects, for example, Ethiopian Constitution and Government, the Functions of the Governor of the Province and the Keeping of the Archives require, it is thought, more actual teaching of principles and methods, while others require a greater proportion of time to be expended on practical work and discussion between teacher and students of problems which arise in the course of practical administrative and clerical work. The periods devoted to reading and revision also vary from subject to subject. The classes would contain forty persons.

The Institute has also been requested to undertake the training of officials for the taking of the census in Ethiopia and also for the maintenance of the electoral register. Twenty registration officers and four supervisors who were employed in the compilation of the parliamentary register for the first election under the 1955 Constitution will receive a course of instruction in modern methods of registration and of census-taking,

which will fit them to train others in the methods recommended by the United Nations experts.

It is with the purpose of consulting on the functioning of departments and the introduction of new methods, where these would be useful, that the Institute desires to consult with those who have power and responsibility in direction, as well as with those who execute work in accordance with the directions of their superiors.

The Institute is desirous of holding conferences with Ethiopian senior officials concerning the functioning of their own departments and improvements in organisation and methods which might be introduced. The Institute desires, for example, to consult with those concerned in respect of modern methods of assessment and collection of taxes currently employed in highly efficient administrations. This aspect they feel to be of vital importance to the national revenue of every country and essential to the expansion and upkeep of education, public health and all other services.

The Institute is at present working on the forthcoming Civil Service laws which will make provision for an Ethiopian Civil Service Commission. It may be recalled that the Ethiopian Constitution, 1955, provides by Article 66 that "the appointment, promotion, transfer, suspension, retirement, dismissal and discipline of all other Government officials and employees shall be governed by regulations made by the Council of Ministers and approved and proclaimed by the Emperor."

The international advisers of the Institute believe that a Central Civil Service Commission to examine all such matters and to prepare a report making specific recommendations would be exceedingly helpful. They urge that Ministers whose time is overtaxed by larger aspects of Government policy can scarcely give detailed attention to the conditions of employment and to the training for his work of every Government employee.

They suggest, as a result of their experience, that there may be an overburdening of Ministers by the lack of a system of delegation of authority and the lack of adequately trained subordinates to whom authority can be suitably delegated and who would feel themselves competent to accept delegated authority. Such a situation they state causes congestion in Government administration.

The Institute would also desire to confer with Government on the creation of a National Training Centre for the Civil Service which should be part of the permanent Civil Service Commission. This Training Centre would hold courses for Governors of Provinces (*dejazmatches*) and all Civil Servants, including the juniors who would be instructed in the keeping of archives and in everything concerning the work of a junior official. Applicants for the Junior Entrance courses for the Civil Service should be proficient in English, as well as in Amharic, and should hold either the Secondary School Leaving Certificate resulting from success in the final examination or the Certificate of the Commercial School. On completing the Junior Certificate of the Commercial School, or on completing the Junior Civil Service course, they should pass an entrance examination before being permanently employed. This examination would mainly consist of essays on aspects of administrative practice. Thereby they would demonstrate what they had learnt

during the Junior course concerning the duties of a Civil Servant and the work expected of him, and would show also their proficiency in their national language, and in English, both of which are required for Civil Service work.

The suggestion to hold a Commission to enquire into Civil Service conditions in all their aspects is familiar in Europe; there have been many such Commissions in Great Britain. There may be occasion for holding such a Commission in Ethiopia; it would be for the Ethiopian authorities to decide on that principle.

The proposed concentration of all training and personnel regulations for all Civil Service departments under a single central Commission, as a permanent institution, appears more unusual. There is some precedent for such concentration in Article 66 of the Ethiopian Constitution, which places all such matters under the jurisdiction of the Council of Ministers. Nevertheless there are precedents also opposing such concentration; for example, scales of salary and increment for teachers were recently published by the Ministry of Education. These however were probably approved by the Council of Ministers before publication. The proposal for a National Training Centre for the Civil Service would necessarily have to be restricted to aspects common to all, or at least many branches of administration. The various Ministries would be obliged to give special training to their employees in matters of special concern to their departmental activities, whatever general instruction they had received.

The international advisors consider that in addition to the Central Commission they propose, and the National Civil Service Training Centre above described, the Institute of Public Administration should remain a permanent body. The present directors will retire at the end of their five years' assignment, according to the practice of the U.N.O. Technical Assistance Board. The directors however hope to train Ethiopians to replace them at the Institute.

The Institute is also at present at work on the proposed new pension scheme for Civil Servants.

The directors propose that the Institute of Public Administration shall continue the work of higher research and shall train instructors of the various courses which will continue to be held for junior entrants to the Civil Service, to the Local Government services and so forth.

The Institute of Public Administration would also maintain and extend the Research Library on Public Administration.

The Directors emphasise emphatically the question of time; they desire to accomplish much, but five years is all too short. They plan to hold seminars and conferences for senior officials in Addis Ababa and in the Provinces, special courses for personnel officers, archives officials, and others. They propose to publish in English and in Amharic brochures and articles on Public Administration for distribution to Civil Servants.

Above all they plan to train Ethiopians to direct the Institute of Public Administration, to transform it into a purely Ethiopian organisation dedicated to the betterment of the Civil Service.

ETHIOPIAN APPOINTMENTS

December 1, 1960.

Colonel Legesse Wolde Hanna to be Vice-Minister in the Ministry of Public Works.

Ato Adem Tessema to be Assistant Minister in the Ministry of Defence.

Ato Fantaye Wolde Yohannes to be Director General in the Ministry of Defence.

Ato Mekuria Wolde Sellassie to be Director General of Awash Development.

Lieut-Colonel Tefera Gabre Mariam to be Prosecutor General in the Ministry of Justice.

Captain Telahun Wolde Mikael to be Director General in the Ministry of Public Health.

Ato Ilala Ibsa to be Director of the Budget in the Ministry of Defence.

January 16, 1961.

H. E. Brigadier General Abiye Abebe to be Minister of the Interior with rank of Lieutenant General in addition to his existing post.

H. E. Ras Andargachew Massai to be Governor of General of Sidamo.

H. E. Dejazmatch Asrat Kassa to be President of the Senate.

H. E. Dejazmatch Asfaha Wolde Mikael to have rank of Bitwoded.

H. E. Ato Emmanuel Abraham to be Minister of Posts, Telephones and Telegraphs.

H. E. Colonel Kifle Dadi to be Governor General of Kaffa.

H. E. Colonel Tomrat Yegezu to be Minister of Community Development.

Brigadier General Makonnen Deneke to be Minister of Public Security in the Ministry of the Interior.

Colonel Debebe Haile Mariam to be Commandant of the Imperial Guard with rank of Brigadier General.

Brigadier General Deresse Dubale to be Commandant of the Police.

Colonel Assefa Demisse to be Chief A.D.C. to His Imperial Majesty.

Ato Seyoum Haregot to be Assistant Minister in the Prime Minister's office.

Ato Zawdie Haile Mariam to be Assistant Minister in the Ministry of Foreign Affairs.

February 24, 1961.

Ato Berhanu Denke to be Ambassador.

Major Assefa Lemma to be Ambassador.

Ato Assefa Gabre Mariam to be Vice-Minister in the Ministry of the Interior.

Ato Araya Eque Egzi to be Vice-Minister in the Ministry of Commerce, Industry and Planning.

Dr. Haileghiorghis Workneh to be Vice-Minister in the Ministry of Public Works and Communications.

Fitawrari Assegahegn Araya to be Administrator of Assab Port.

Blatta Kumlachew Belete to be His Imperial Majesty's Assistant Representative in Eritrea.

Ato Worku Habte Wolde to be Assistant Minister in the Planning Board in addition to his present post.

Ato Wubshete Delnesaw to be Assistant Minister in the Prime Ministry in addition to his present post.

Ato Yohannes Kidane Mariam to be Assistant Minister in the Ministry of Pensions.

Ato Bekele Aberra to be Assistant Minister in the Council of Ministers.

Ato Abate Agedie to be Assistant Minister in the Department of Civil Aviation.

Ato Mulatu Debebe to be Assistant Minister in the Ministry of Finance.

Ato Fantaye Wolde Yohannes to be Assistant Minister in the Ministry of Defence.

Ato Yohannes Tsige to be Assistant Minister in the Ministry of Health.

Ato Assefa Defaye to be Assistant Minister in the Ministry of Commerce, Industry and Planning.

Ato Abtew Gebre Yessus to be Assistant Minister in the Prime Ministry.

Ato Getachew Mekasha to be Director General in the Ministry of Foreign Affairs.

Ato Solomon Gebre Mariam to be Director General in the Ministry of Pensions.

Ato Getachew Kibret to be Director General in the Ministry of Foreign Affairs.

Ato Yirga Teshome to be Director General in the Ministry of Foreign Affairs.

Ato Afework Zelleke to be Director General in the Ministry of Foreign Affairs.

Ato Ayalew Mandefro to be Director General in the Ministry of Foreign Affairs.

Ato Demissie Banjaw to be His Imperial Majesty's Counsellor General Designate.

Ato Hailemeleket Aman to be First Secretary in the Ethiopian Embassy at Rome.

Major Taye Metcha to be Deputy Chief of Traffic and Security in Eritrea.

March 7, 1961.

Woizerit Yodit Imiru to be Assistant Minister in the Ministry of Foreign Affairs.

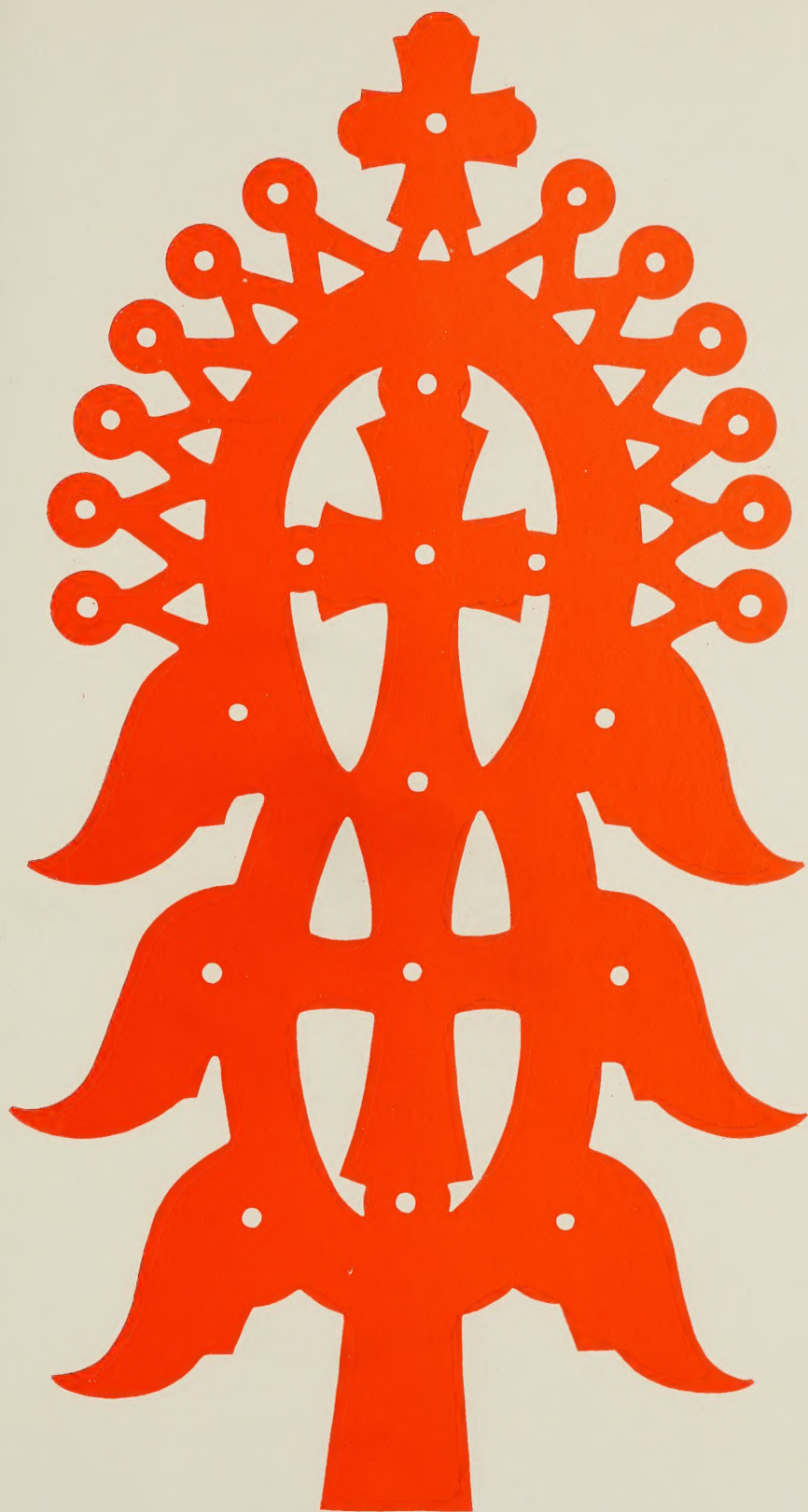
Ato Salah Hirut to be Assistant Minister in the Ministry of Public Works and Communications.

Ato Assefa Demissie to be Assistant Minister in the Ministry of Interior.

Ato Seyoum Bekele to be Director General of the Central Pharmacy Corporation in the Ministry of Public Health.

Ato Kifle Wodajo to be Assistant to the Resident Representative to U.N. in New York.

Ato Admassu Mehret to be Director General in the Ministry of Agriculture.



THE CROSS OF LALIBELA

Brief Index to Ethiopia Observer

(all back issues available)

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